February 3, 2015

From: The Shared Solution Coalition

To: Mayor Mark Shepherd, Clearfield City

RE: Shared Solution Alternative Land Use Scenario

Background

For the last six months, UDOT, the Shared Solution Coalition and local communities have been collaboratively developing the Shared Solution alternative as part of the West Davis Corridor (WDC) study. This alternative is fundamentally different from all previously studied WDC alternatives because it proposes both transportation investments and a modified land use scenario in anticipation of future growth in West Davis and Weber counties.

The Shared Solution is an effort to realize the vision and principles of the Wasatch Choice for 2040 (WC2040). WC2040 is a publically vetted, proactive approach to growth on the Wasatch Front. While growth can be an opportunity, it also poses great challenges. Fortunately the WC2040 provides an actionable, nationally-recognized strategy to maintain our quality of life as we grow. The Wasatch Choice for 2040 prioritizes nine growth principles, including:

- Building and maintaining efficient infrastructure;
- Creating regional mobility through transportation choices;
- Developing healthy, safe communities;
- Providing housing choices for all ages and stages of life;
- Promoting a sense of community in our cities and towns.

To enact these principles, WC2040 encourages communities to:

- Focus growth in economic centers and along major transportation corridors;
- Create mixed-use centers;
- Target growth around transit stations;
- Encourage infill and redevelopment to revitalize declining parts of town; and
- Preserve working farms, recreational areas, and critical lands.

The Shared Solution alternative proposes implementing these principles and strategies in Davis and Weber Counties through a collaborative, integrated approach to transportation improvements and land use development.

The Shared Solution Alternative

The West Davis Corridor Study is rooted in concerns about automobile congestion and delay in West Davis/Weber Counties in 2040. Like all other Study alternatives, the Shared Solution was modelled for its ability to reduce this anticipated automobile congestion and delay. In December 2014, the Shared Solution passed this Level 1 Screening, including significantly reduced congestion on east-west roadways. Passing Level 1 screening advanced the Shared Solution to Level 2 screening, where it will be evaluated for its impacts to the built and natural environments.

The success of the Shared Solution's transportation system depends on a proactive growth strategy. Again, learning from WC2040, the Shared Solution centers growth along major transportation

corridors, and brings better jobs/housing balance to Davis County, provides housing choices served by transit, and keeps open and agricultural lands for future generations. This land use vision was developed in collaboration with West Davis/Weber cities in a UDOT led workshop on September 4, 2014. In addition, this land use scenario, and corresponding employment and household distribution, was reviewed by the Wasatch Front Regional Council and deemed reasonable.

The Shared Solution's land use scenario envisions a variety of development types focused on major intersections and roadways. A number of arterials are transformed into boulevards, improving the functional and aesthetic quality of the road while maintaining existing Right-of-Way; building compact, mixed-use activity centers with a mix of jobs and housing at boulevard nodes; making transit a convenient, affordable choice; and improving safety for people choosing to walk or bike for transportation or recreation. In many cases, the Shared Solution reflects the visions of local communities. Many boulevards and activity centers are already planned town centers or redevelopment areas. The Shared Solution simply offers a regionally connected vision for local cities, supporting land use visions with transportation investments and recommending place making strategies like form-based code and aesthetic improvements.

While generally consistent with local plans, the Shared Solution does include some modification to existing municipal general plans in West Davis and Weber Counties. The Shared Solution Coalition is therefore asking all cities to review the Shared Solution land use scenario. We are asking cities to answer the following questions:

1. If the roadway, transit, and active transportation elements of the Shared Solution alternative were to be implemented, does the city consider the 2040 land use scenario described in the attached documents to be reasonable (practical or feasible from a technical and economic standpoint)?
2. Would the city consider incorporating the land use scenario into its general plan or zoning map at the completion of UDOT's Environmental Impact Statement process if this alternative were ultimately selected? To be clear, this is not approval of the Shared Solution alternative as a whole, but only for its land use scenario. Nor are we requesting that the city modify its general plan at this time.

Thank you for your consideration.

Sincerely,

Roger Borgenicht
Co-Chair Utahns for Better Transportation for Shared Solution Coalition
218 East 500 South
Salt Lake City, UT 84111
(801) 355-7085
future@xmission.com

West Davis Corridor (WDC) EIS

Shared Solution Alternative (SSA) Data Packet for Clearfield

February 4, 2015

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Attachment 1

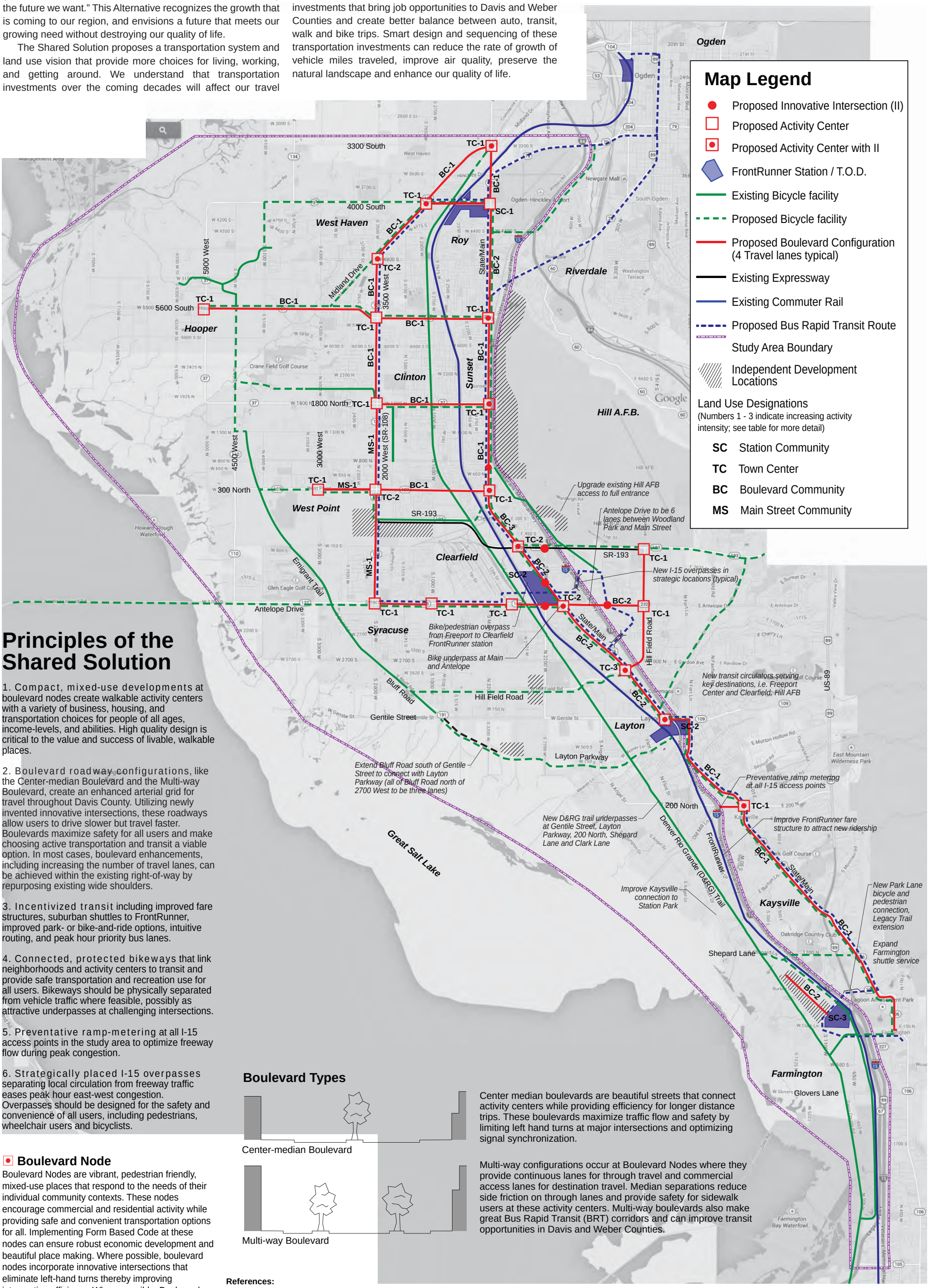
SSA Map – updated 1/15/2015

The Shared Solution Alternative

A Proposal for Livability and Mobility in West Davis and Weber Counties

The Shared Solution Alternative to the West Davis Freeway grows out of the Wasatch Choice for 2040, "a vision for building the future we want." This Alternative recognizes the growth that is coming to our region, and envisions a future that meets our growing need without destroying our quality of life.

The Shared Solution proposes a transportation system and land use vision that provide more choices for living, working, and getting around. We understand that transportation investments over the coming decades will affect our travel needs as well as how our cities and towns grow and change. This Alternative therefore proposes transportation investments that bring job opportunities to Davis and Weber Counties and create better balance between auto, transit, walk and bike trips. Smart design and sequencing of these transportation investments can reduce the rate of growth of vehicle miles traveled, improve air quality, preserve the natural landscape and enhance our quality of life.



Principles of the Shared Solution

1. Compact, mixed-use developments at boulevard nodes create walkable activity centers with a variety of business, housing, and transportation choices for people of all ages, income-levels, and abilities. High quality design is critical to the value and success of livable, walkable places.

2. Boulevard roadway configurations, like the Center-median Boulevard and the Multi-way Boulevard, create an enhanced arterial grid for travel throughout Davis County. Utilizing newly invented innovative intersections, these roadways allow users to drive slower but travel faster. Boulevards maximize safety for all users and make choosing active transportation and transit a viable option. In most cases, boulevard enhancements, including increasing the number of travel lanes, can be achieved within the existing right-of-way by repurposing existing wide shoulders.

3. Incentivized transit including improved fare structures, suburban shuttles to FrontRunner, improved park- or bike-and-ride options, intuitive routing, and peak hour priority bus lanes.

4. Connected, protected bikeways that link neighborhoods and activity centers to transit and provide safe transportation and recreation use for all users. Bikeways should be physically separated from vehicle traffic where feasible, possibly as attractive underpasses at challenging intersections.

5. Preventative ramp-metering at all I-15 access points in the study area to optimize freeway flow during peak congestion.

6. Strategically placed I-15 overpasses separating local circulation from freeway traffic eases peak hour east-west congestion. Overpasses should be designed for the safety and convenience of all users, including pedestrians, wheelchair users and bicyclists.

Boulevard Node

Boulevard Nodes are vibrant, pedestrian friendly, mixed-use places that respond to the needs of their individual community contexts. These nodes encourage commercial and residential activity while providing safe and convenient transportation options for all. Implementing Form Based Code at these nodes can ensure robust economic development and beautiful place making. Where possible, boulevard nodes incorporate innovative intersections that eliminate left-hand turns thereby improving intersection efficiency. Where possible, Boulevard roadways at the Nodes will become Multi-way Boulevards with separated commercial access lanes.

Boulevard Types

Center-median Boulevard

Multi-way Boulevard

Center median boulevards are beautiful streets that connect activity centers while providing efficiency for longer distance trips. These boulevards maximize traffic flow and safety by limiting left hand turns at major intersections and optimizing signal synchronization.

Multi-way configurations occur at Boulevard Nodes where they provide continuous lanes for through travel and commercial access lanes for destination travel. Median separations reduce side friction on through lanes and provide safety for sidewalk users at these activity centers. Multi-way boulevards also make great Bus Rapid Transit (BRT) corridors and can improve transit opportunities in Davis and Weber Counties.

References:

Designing Walkable Urban Thoroughfares: A Context Sensitive Approach
Institute of Transportation Engineers Guide, 2010

Wasatch Choice for 2040

Prepared by Utahns for Better Transportation and the Shared Solution Coalition
Contact: (801) 355-7085 / utahnsforbettertransportation@gmail.com

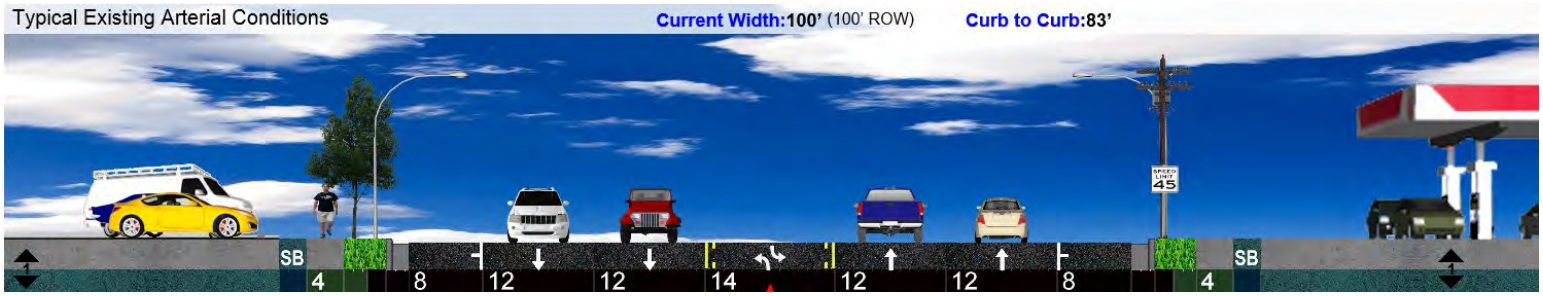
*Map developed for transportation performance analysis and is subject to change

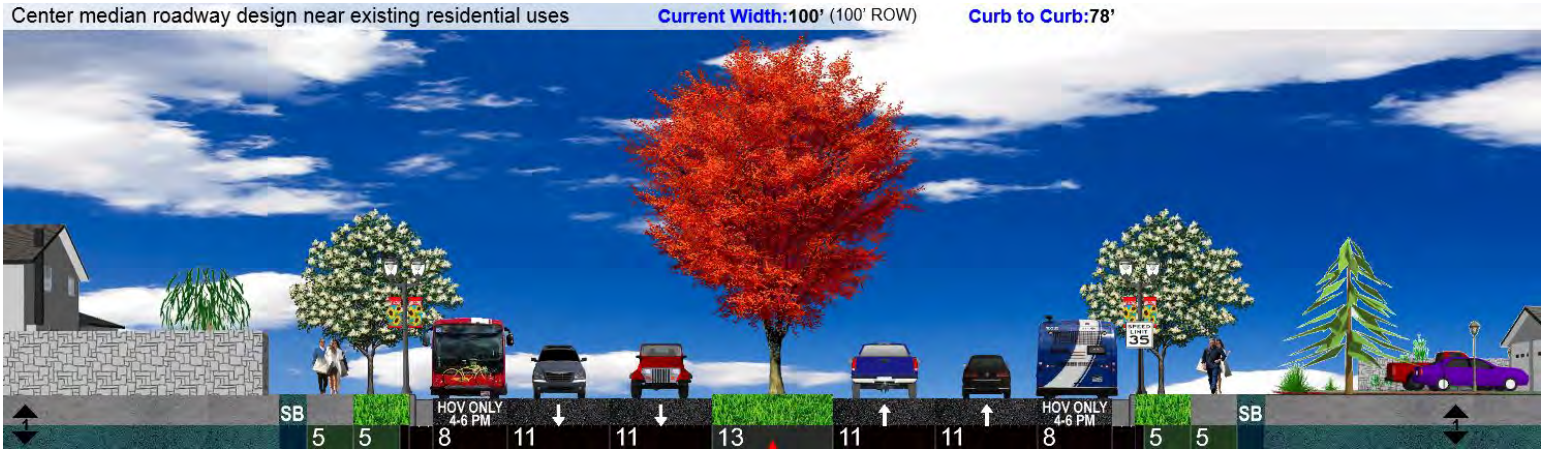
DRAFT 1/15/15

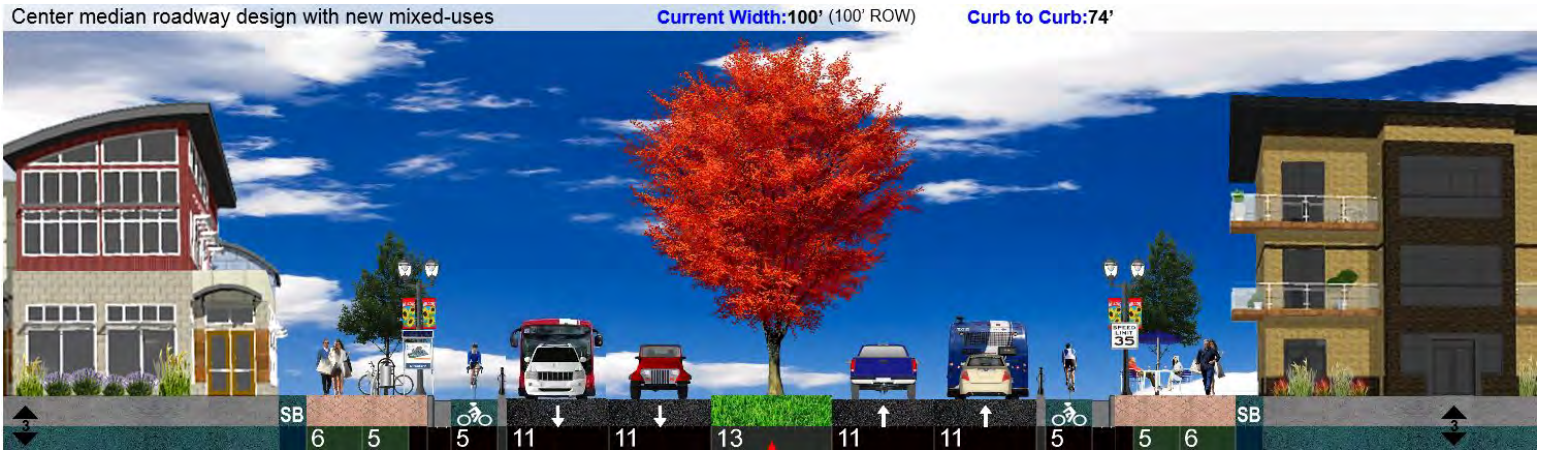
Attachment 2

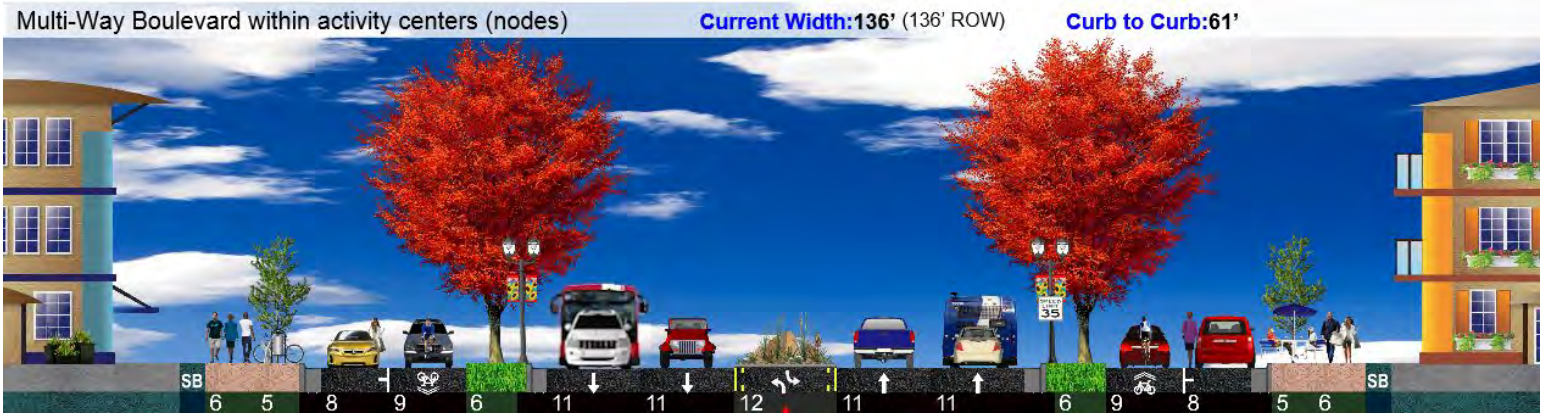
Sample SSA Boulevard Typical Sections and Innovative Intersections Information

Sample Boulevard Roadway Sections







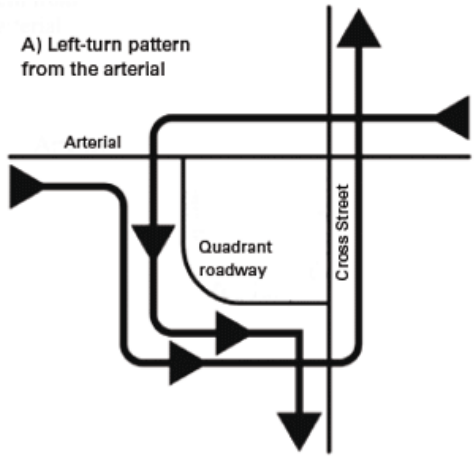


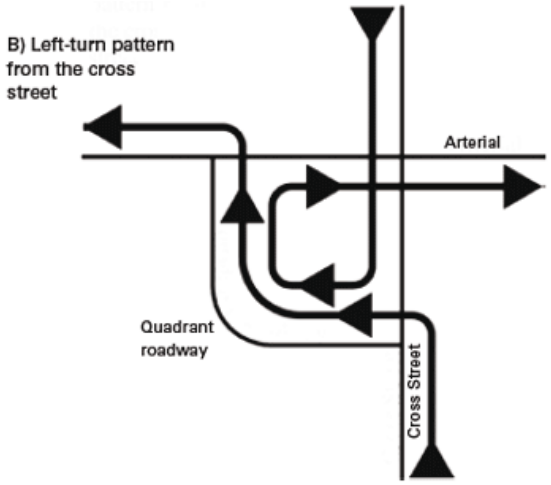
Boulevards can often be designed without additional right of way. Speed limits at nodes would be slower, but travel time will often be faster due to less congestion. Sometimes land uses will redevelop, but often they will stay the same – especially near established single-family neighborhoods. Where practical and desirable, right-of-way could expand to include on-street parking and better protection of bikes and pedestrians from traffic. Shoulders can often be used by buses at peak hours.

*Roadway typical sections have not been approved by UDOT. Lighting, landscaping, and utility improvements are typically funded and maintained by the local communities.

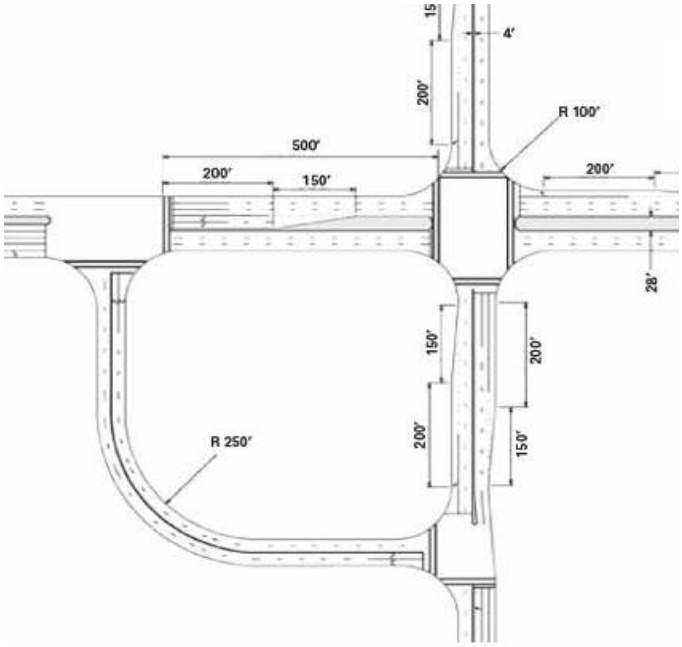
Quadrant Intersections

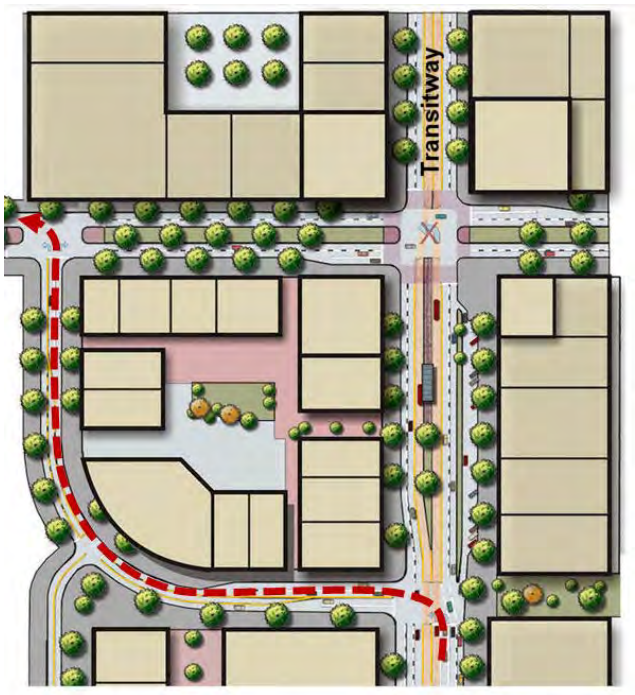
- Re-routes left turn movements away from main intersection to two smaller intersections.
- Allows a two-phase signal at the main intersection.
- Minimum spacing of 500’ between the main intersection and the smaller intersections.
- Two quadrants may be needed for busier intersections.





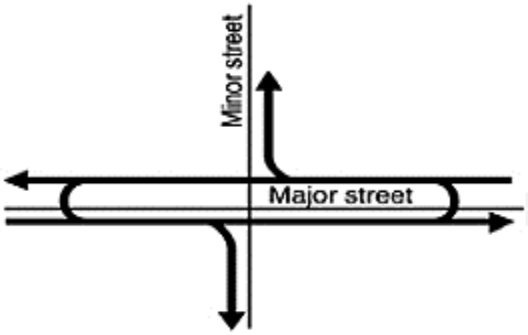
Example of Quadrant Intersection



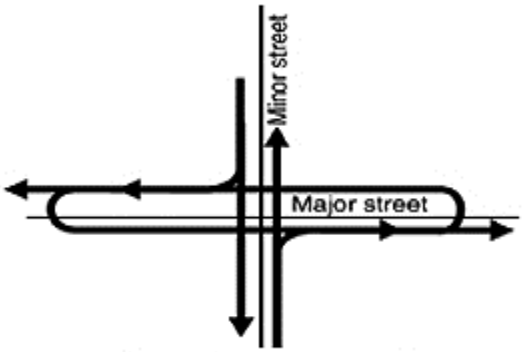


Thru-Turn Intersections (similar concepts to bowties or ellipses)

- Re-routes left turn movements away from main intersection to two U-Turns
- Allows a two-phase signal at the main intersection. All left turns occur at U-Turn areas.
- Minimum spacing of 560’ between the main intersection and the U-Turn areas.
- U-Turns may be needed on all four legs if both roads at the intersection are major arterials.

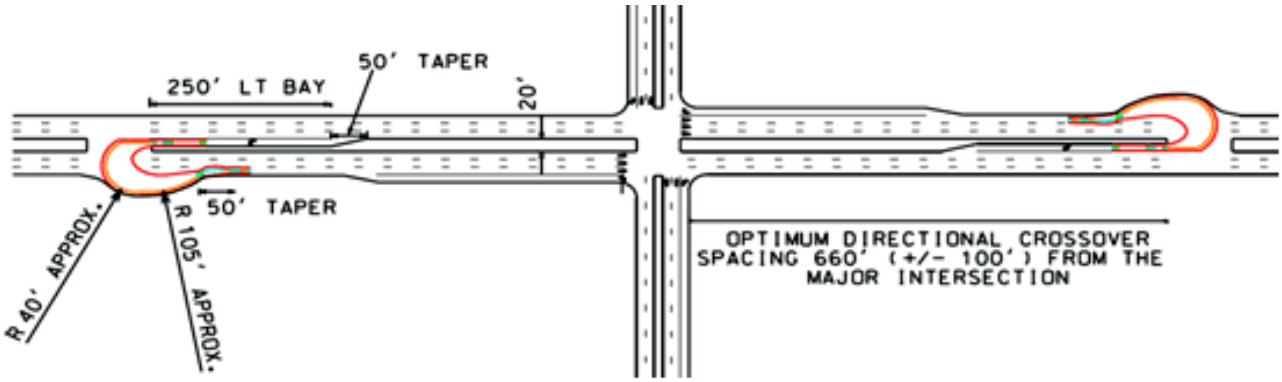


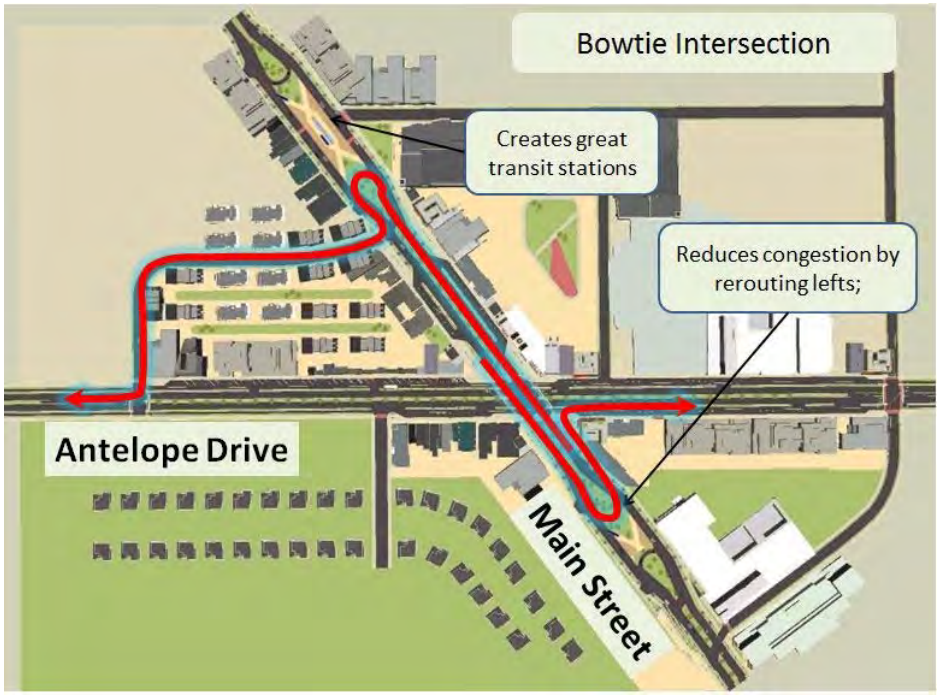
Major street movements



Minor street movements

Example of Thru-Turn Intersection





Attachment 3

Preliminary Level 1 Screening Results for SSA (December 2014)

Preliminary Level 1 Screening Results for the Shared Solution Alternative (12/12/14)
West Davis Corridor EIS

Description	Daily Total Delay (Hr)	North-South Road Lane-Miles with PM Period V/C >= 0.9	East-West Road Lane-Miles with PM Period V/C >= 0.9	Vehicle Miles Traveled (VMT) with PM Period V/C >= 0.9	Vehicle Hours Traveled (VHT) with PM Period V/C >=0.9
NO ACTION	10,760	43.5	26.9	245,500	9,490
MEAN	8,950	31.4	23.2	177,700	7,160
TOP QUARTILE	8,060	17.9	20.2	97,400	5,340

Alt.	Facility Type	Description					
SS	Shared Solution	The Shared Solution Alternative*	8,750	18.4	10.5	68,800	3,760

*The Shared Solution Alternative includes the following assumptions that still need to be verified:
- Land use changes that require city approval.
- Transit projects and incentives that require UTA approval.
- Increased bicycle mode share
- Increased capacity at innovative intersections.
- Benefits of ramp metering.

Traffic modeling used for Level 1 Screening will need to be updated based on any changes to the items above.

Attachment 4

SSA Land Use Modeling Assumptions and Methodology Memo

Shared Solution Alternative

Land Use Modeling Assumptions and Methodology

January 14, 2015

This is a summary of the assumptions and methodology used in developing the land use data inputs to the WFRC travel model for analyzing the Shared Solution Alternative. These have been collaboratively developed through multiple meetings with the Shared Solution Coalition and the WDC study team. It is important to realize that the resulting data is simply an estimate of what land use might look like if the mixed use principles espoused by the Shared Solution Alternative are implemented by local governments. The details of which parcels will redevelop and the density to which they will redevelop are all best guesses. Reality will obviously vary.

1. **Modeling Constraints**
   a. Residential and commercial categories will remain consistent with county-wide control totals (i.e. land use growth can be moved throughout the county, but not added or subtracted from the total)
   b. The resulting study area trip generation in the WFRC travel model will be approximately equal to that of the other West Davis Corridor alternatives

2. **Redevelopment Parcel Identification**
   a. Based on mixed use developments in other areas, it was assumed that:
      i. boulevards and Main Street communities would have a total width of 500 feet (250 feet on either side of the roadway centerline)
      ii. town centers would comprise a square ¼ mile in length on each side (centered on the key intersection)
      iii. redevelopment would occur within a 750 foot radius of key transit stops in Layton (assumed to be town centers)
   b. Parcels were selected for potential redevelopment using ET+ data based on the following criteria:
      i. agricultural and vacant land uses
      ii. retail land uses with structures built prior to 2009
      iii. office and industrial land uses with structures built prior to 1989
      iv. single family land uses with a lot size greater than 1 acre and mobile home land uses
   c. Parcels were generally clipped at the boulevard or town center boundary; however, there were locations along SR-126 and in Layton around I-15 where the entire parcel was selected
   d. Approximately ½ of the parcels within the buffer areas (1,780 acres out of 3,653 acres) were selected as candidates for redevelopment

3. **Redevelopment Mixed Use and Density Estimation**
   a. Boulevard and town center locations and intensities were based on city inputs from the Shared Solution land use workshop
   b. The range of floor area ratios (FAR) and residential densities from the Wasatch Choices for 2040 was used as a starting point
   c. The boulevard and town center development types were further subdivided such that development intensity generally increased from west to east (i.e. the closer to I-15 the higher the density)
   d. To improve the jobs / housing balance in the study area approximately 11,000 additional jobs were moved into the study area and about 1,500 houses were moved out

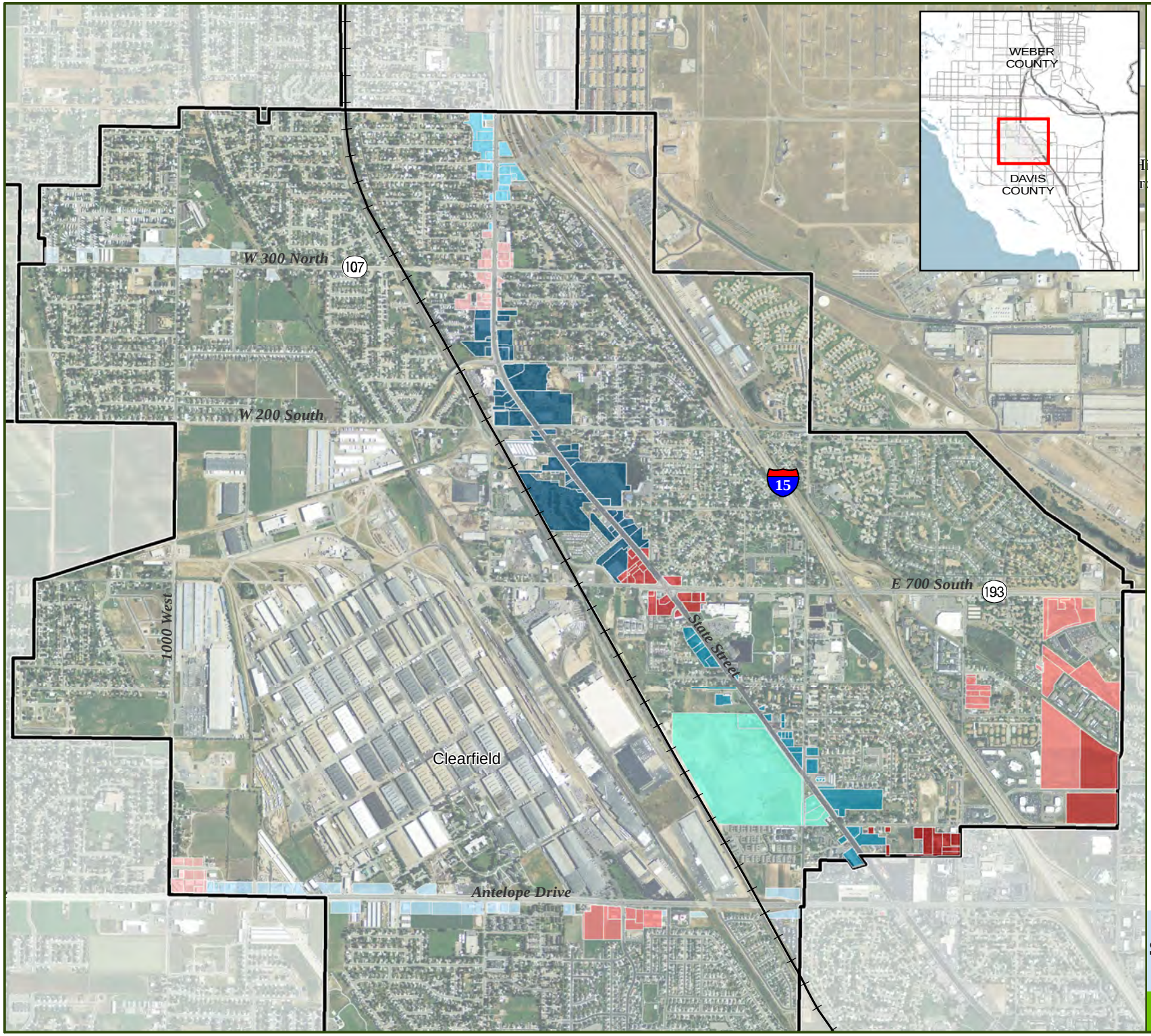
e. It was assumed that 1/3 of the household growth and 80% of the employment growth in the study area would take place within the mixed use development / redevelopment areas
f. Household and employment growth were distributed among the various boulevards, town centers, etc. based on the target FAR for each development type (average household size and household income were also estimated for each development type, which, on average, were each assumed to be less than the original overall study area average)
g. Travel model TAZs were split to match the mixed use development / redevelopment areas and the household and employment growth were distributed among the TAZs based on the proportion of each development type within each TAZ (adjustments were made to account for existing land uses that would be redeveloped)

4. Adjustments to Non-Redevelopment Areas

a. Growth outside of the mixed use development / redevelopment zones, but inside the study area was distributed through those zones based on the original 2009 to 2040 growth assumptions and an adjustment factor that placed more growth on the east side of the study area than on the west side
b. Outside of the study area, land use adjustments were made to account for households that were moved out of the study area and jobs that were moved into the study area
    i. new households were assumed to be added to Ogden and south Davis County so as to be closer to employment centers
    ii. employment growth was taken most heavily from the fringes of Weber and Davis Counties and less heavily from the more urbanized areas

Attachment 5

Map of Proposed Shared Solution Redevelopment Areas in Clearfield (Figure 1)



WEST DAVIS CORRIDOR

ENVIRONMENTAL IMPACT STATEMENT

Legend

- FrontRunner

*Station Communities**
- SC-1B | 14 Units
- SC-2C | 29 Units
- SC-3B | 35 Units

*Town Centers**
- TC-1A | 8 Units
- TC-1B | 11 Units
- TC-1C | 14 Units
- TC-2A | 16 Units
- TC-2B | 18 Units
- TC-2C | 21 Units
- TC-3B | 26 Units
- TC-3C | 28 Units

*Boulevard Communities**
- BC-1A | 6 Units
- BC-1B | 8 Units
- BC-1C | 9 Units
- BC-2B | 12 Units
- BC-2C | 14 Units
- BC-3B | 15 Units

*Main Street**
- MS-1A | 8 Units
- City Boundary

* Units are households per acre of residential land use.

N

0 1,000 2,000

Feet

Proposed Shared Solution Redevelopment Areas – Clearfield

Figure 1

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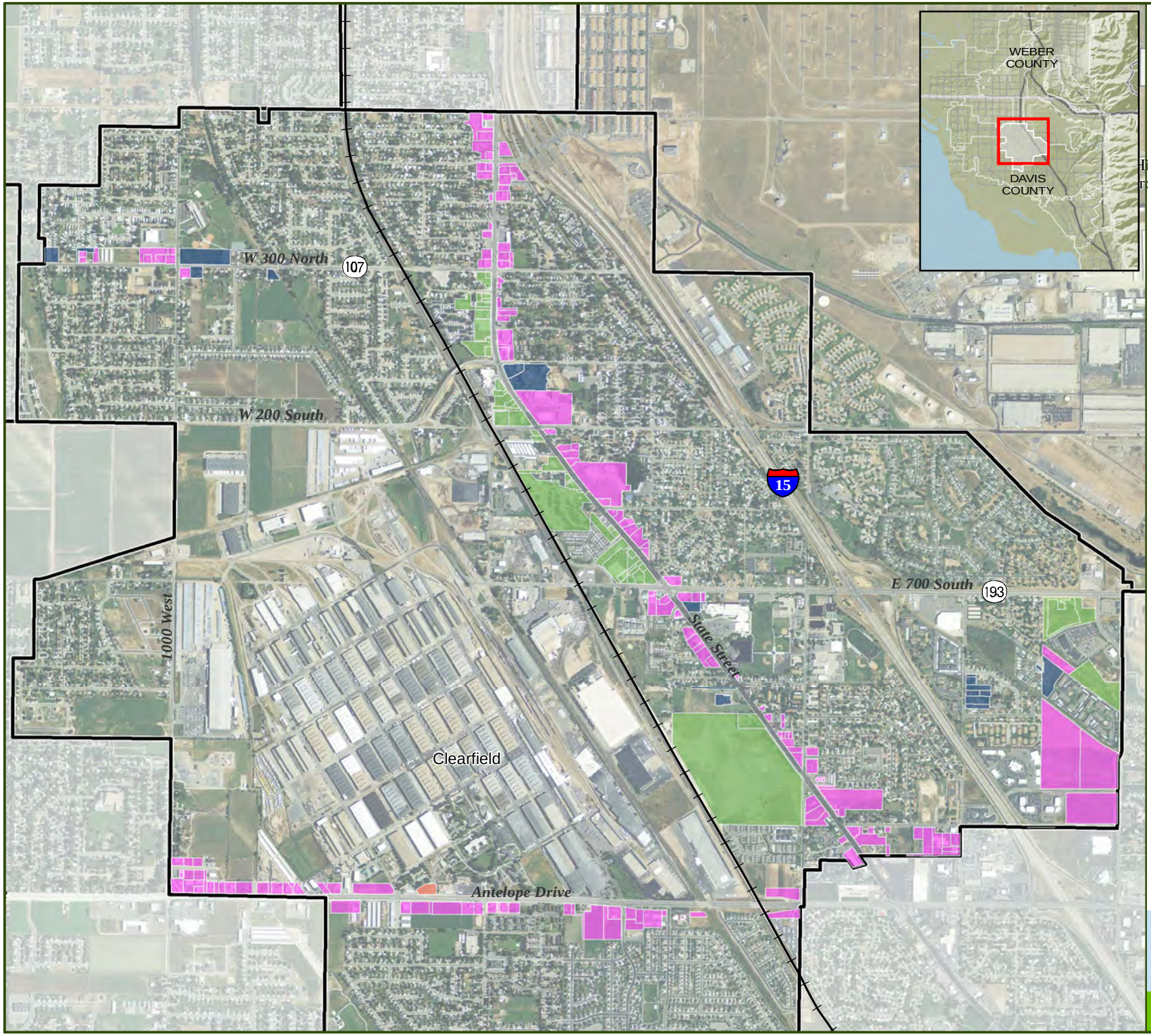
Attachment 6

Map of Clearfield Planned Land Uses for Proposed Redevelopment Areas (Figure 2)



WEST DAVIS CORRIDOR

ENVIRONMENTAL IMPACT STATEMENT

Legend

- FrontRunner

City Planned Land Use

- Commercial
- Manufacturing
- Mixed Use
- Residential
- City Boundary

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Feet

Planned Land Use
Clearfield

Figure 2

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Attachment 7

Comparison Table for Proposed Shared Solution Land Use and Clearfield Planned Land Use

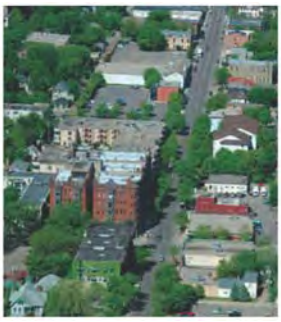
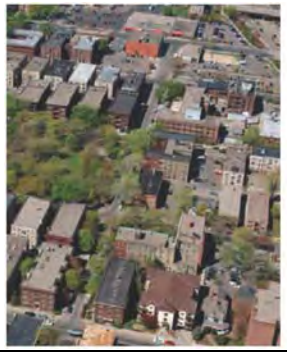
Clearfield

				Residential Data					Commercial Data					
Shared Solution Alternative Proposed Land Use	**Clearfield Future Land Use**	**Acres**		**Residential Percentage**	**Residential Acreage**	**Households per Acre of Residential Land Use**	**Shared Solution Proposed Households**		**Commercial Percentage**	**Commercial Acreage**	**Shared Solution Proposed Retail Employment**	**Shared Solution Proposed Office Employment**	**Floor Area Ratio (FAR)**	**Number of Floors**
BC-1A	Commercial	5.6		71%	4.0	6	24		29%	1.6	15	19	0.23	1
	Residential	9.1		71%	6.5	6	39		29%	2.6	25	30	0.23	1
	Total	**14.8**			**10.5**		**63**			**4.3**	**40**	**49**		
BC-1B	Commercial	27.6		69%	19.0	8	152		31%	8.6	99	135	0.3	1.2
	Manufacturing	1.3		69%	0.9	8	7		31%	0.4	5	6	0.3	1.2
	Total	**28.9**			**19.9**		**159**			**8.9**	**104**	**141**		
BC-1C	Commercial	13.2		66%	8.7	9	78		34%	4.5	61	88	0.36	1.4
	Total	**13.2**			**8.7**		**78**			**4.5**	**61**	**88**		
BC-2C	Commercial	21.9		61%	13.4	14	187		39%	8.5	164	259	0.53	1.9
	Residential	1.6		61%	1.0	14	14		39%	0.6	12	19	0.53	1.9
	Total	**23.5**			**14.3**		**201**			**9.2**	**176**	**277**		
BC-3B	Commercial	31.5		59%	18.6	15	279		41%	12.9	249	410	0.54	2
	Mixed Use	38.8		59%	22.9	15	343		41%	15.9	306	504	0.54	2
	Residential	6.8		59%	4.0	15	61		41%	2.8	54	89	0.54	2
	Total	**77.1**			**45.5**		**683**			**31.6**	**609**	**1003**		
SC-2C	Commercial	3.5		58%	2.0	29	59		42%	1.5	29	139	1.05	3.3
	Mixed Use	71.5		58%	41.5	29	1203		42%	30.0	594	2825	1.05	3.3
	Total	**75.0**			**43.5**		**1262**			**31.5**	**623**	**2964**		
TC-1B	Commercial	11.6		53%	6.2	11	68		47%	5.5	66	150	0.4	1.7
	Mixed Use	4.1		53%	2.2	11	24		47%	1.9	24	53	0.4	1.7
	Total	**15.8**			**8.3**		**92**			**7.4**	**90**	**203**		
TC-1C	Commercial	33.8		51%	17.2	14	241		49%	16.6	226	608	0.5.	2
	Mixed Use	17.0		51%	8.7	14	121		49%	8.3	114	306	0.5.	2
	Residential	8.1		51%	4.1	14	58		49%	4.0	54	145	0.5.	2
	Total	**58.8**			**30.0**		**420**			**28.8**	**394**	**1059**		
TC-2B	Commercial	28.5		49%	14.0	18	252		51%	14.6	263	728	0.67	2.6
	Mixed Use	4.6		49%	2.3	18	41		51%	2.4	43	118	0.67	2.6
	Residential	1.1		49%	0.5	18	10		51%	0.6	10	28	0.67	2.6
	Total	**34.3**			**16.8**		**302**			**17.5**	**315**	**874**		
TC-2C	Commercial	7.5		48%	3.6	21	76		52%	3.9	76	229	0.76	2.9
	Total	**7.5**			**3.6**		**76**			**3.9**	**76**	**229**		
	Total for all categories	**348.8**		**58%**	**201.2**	**17**	**3,336**		**42%**	**147.6**	**2,488**	**6,888**		

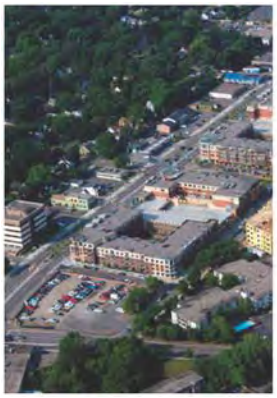
Attachment 8

Shared Solution Land Use Designations Reference Tables

Land Use Designations

Code	Zoning Designation	Floor Area Ratio (average)	Households per Acre of Residential Land Use	Average Number of Building Floors
TC	**Town Center**  	*Town centers provide localized services of tens of thousands of people within a two to three mile radius. One- to three- story buildings for employment and housing are characteristic. Town centers have a strong sense of community identity and are well served by transit.*		
TC-1A	Low Density	0.31	8 units/acre	1.7
TC-1B		0.40	11 units/acre	1.7
TC-1C		0.36	14 units/acre	2.0
TC-2A	Medium Density	0.59	16 units/acre	2.3
TC-2B		0.67	18 units/acre	2.6
TC-2C		0.76	21 units/acre	2.9
TC-3B	High Density	0.95	26 units/acre	3.4
TC-3C		1.04	28 units/acre	3.7
SC	**Station Community**  	*Station Communities are geographically small, high-intensity centers surrounding high capacity transit stations, Each helps pedestrians an bicyclists assess transit without a car. Station Communities vary in their land use: some feature employment, others focus on housing, and may include a variety of shops and services.*		
SC-1B	Low Density	0.50	14 units/acre	2.0
SC-2C	Medium Density	1.05	29 units/acre	3.3
SC-3B	High Density	1.30	35 units/acre	4.5

Land Use Designations

Code	Zoning Designation	Floor Area Ratio (min/max)	Households per Acre of Residential Land Use	Average Number of Building Floors
BC	**Boulevard Community**  	*A Boulevard Community is a linear center couple with a transit route. Unlike a Main Street, a Boulevard Community may not necessary have a commercial identity, but may vary between housing, employment, and retail along any given stretch. Boulevard Communities create positive sense of place for adjacent neighborhoods by ensuring that walking and bicycling are safe and comfortable even as traffic flows are maintained.*		
BC-1A	Low Density	0.23	6 units/acre	1.0
BC-1B		0.30	8 units/acre	1.2
BC-1C		0.36	9 units/acre	1.4
BC-2B	Medium Density	0.45	12 units/acre	1.8
BC-2C		0.53	14 units/acre	1.9
BC-3B	High Density	0.54	15 units/acre	2.0
MS	**Main Street Community**  	*Main Streets are a linear town center. Each has a traditional commercial identity but are on a community scale with a strong sense of the immediate neighborhood. Main streets prioritize pedestrian-friendly features, but also benefit from good auto-access and often transit*.		
MS-1A	Low Density	0.32	8 units/acre	1.2

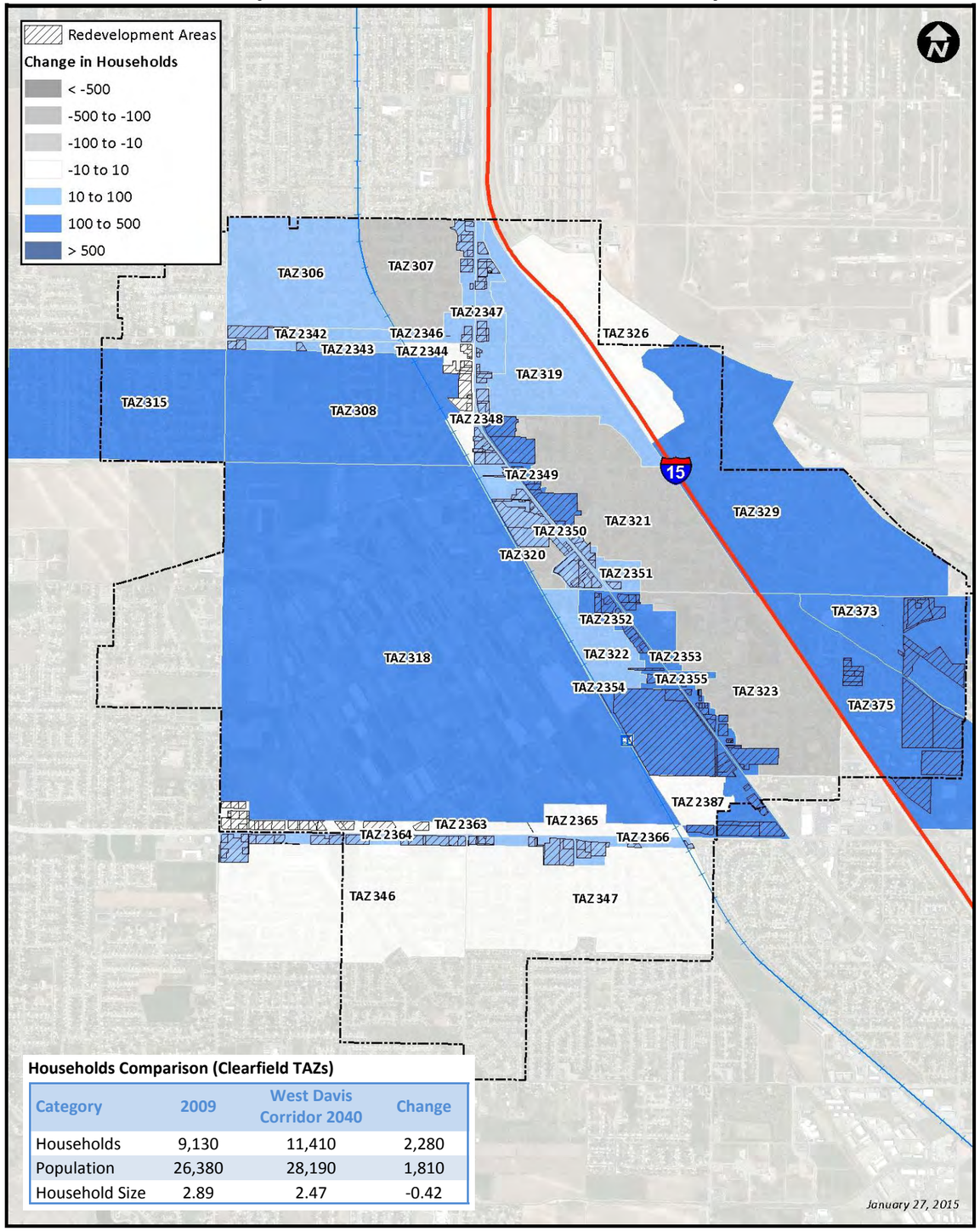
Reference Table for Shared Solution Alternative Land Use Designations

Development Type Name	Floor Area Ratios	Average Number of Floors	Residential vs. Commercial Ratio		Retail vs. Office Ratio		Households per Acre of Residential Land Use	Households & Employment per Gross Acre		
			Residential	Commercial	Retail	Office	Household	Household	Retail Employment	Office Employment
BC-1a	0.23	1.0	71%	29%	60%	40%	6	4.2	2.7	3.3
BC-1b	0.30	1.2	69%	31%	58%	42%	8	5.3	3.6	4.9
BC-1c	0.36	1.4	66%	34%	56%	44%	9	6.1	4.6	6.7
BC-2b	0.45	1.8	64%	36%	56%	44%	12	7.8	6.1	8.9
BC-2c	0.53	1.9	61%	39%	54%	46%	14	8.8	7.5	11.8
BC-3b	0.54	2.0	59%	41%	53%	47%	15	8.7	7.9	13.0
TC-1a	0.31	1.7	55%	45%	48%	52%	8	4.4	4.5	9.0
TC-1b	0.40	1.7	53%	47%	45%	55%	11	5.8	5.7	12.9
TC-1c	0.50	2.0	51%	49%	41%	59%	14	6.9	6.7	18.0
TC-2a	0.59	2.3	51%	49%	44%	56%	16	8.2	8.5	20.1
TC-2b	0.67	2.6	49%	51%	40%	60%	18	8.9	9.2	25.5
TC-2c	0.76	2.9	48%	52%	38%	62%	21	9.9	10.1	30.5
TC-3b	0.95	3.4	47%	53%	44%	56%	26	12.2	14.8	35.1
TC-3c	1.04	3.7	46%	54%	75%	25%	28	13.0	28.2	17.5
SC-1b	0.50	2.0	62%	38%	33%	67%	14	8.4	4.2	15.8
SC-2c	1.05	3.3	58%	42%	28%	72%	29	16.6	8.3	39.5
SC-3b	1.30	4.5	57%	43%	26%	74%	35	20.2	9.7	51.5
MS-1a	0.32	1.2	50%	50%	48%	52%	8	3.9	5.1	10.4

Attachment 9

Comparison Maps for Households in 2009 with 2040 WDC and 2009 with 2040 SSA in Clearfield

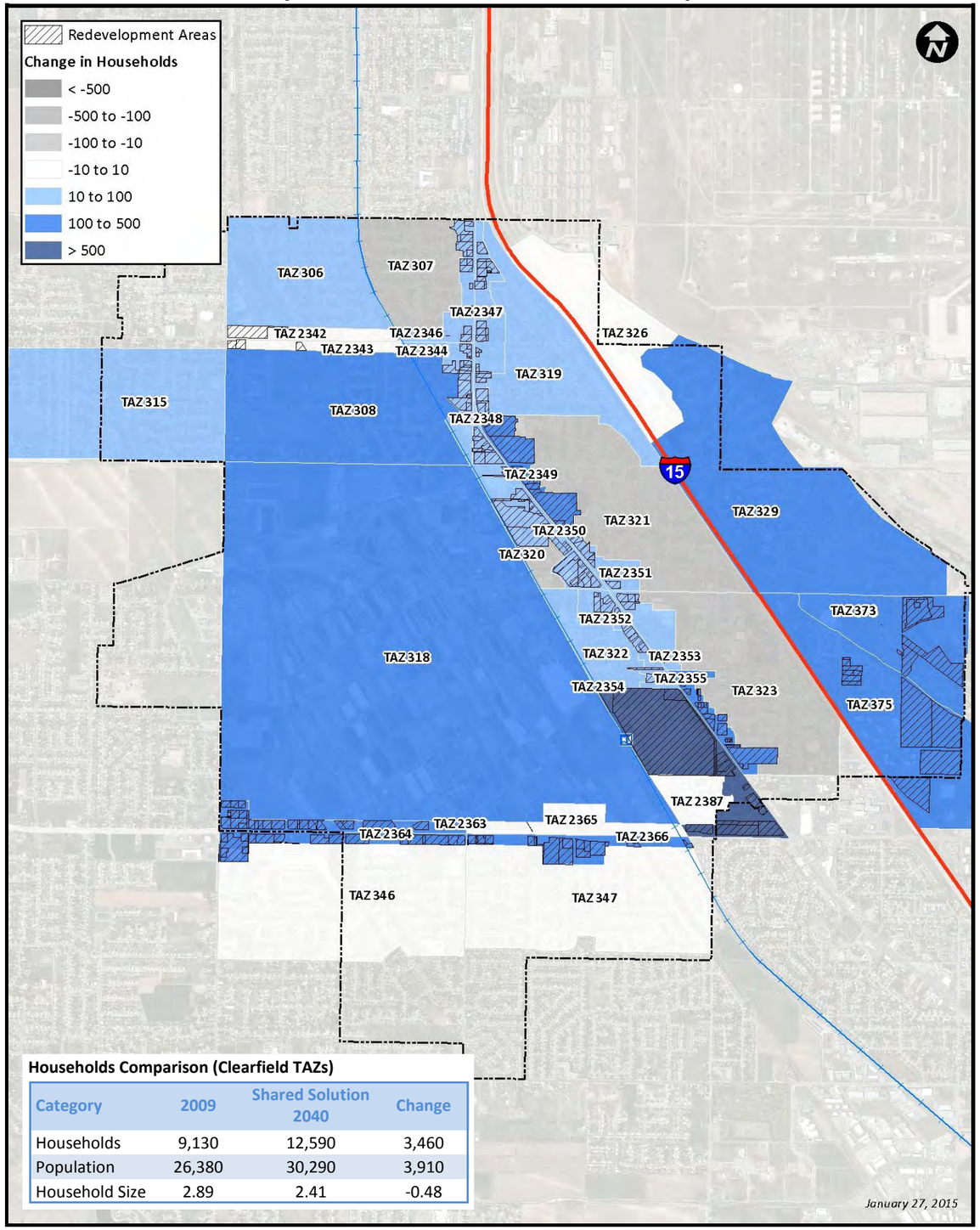
Clearfield Change in Households (2009 to West Davis Corridor 2040)



Households Comparison (Clearfield TAZs)

Category	2009	West Davis Corridor 2040	Change
Households	9,130	11,410	2,280
Population	26,380	28,190	1,810
Household Size	2.89	2.47	-0.42

Clearfield Change in Households (2009 to Shared Solution 2040)



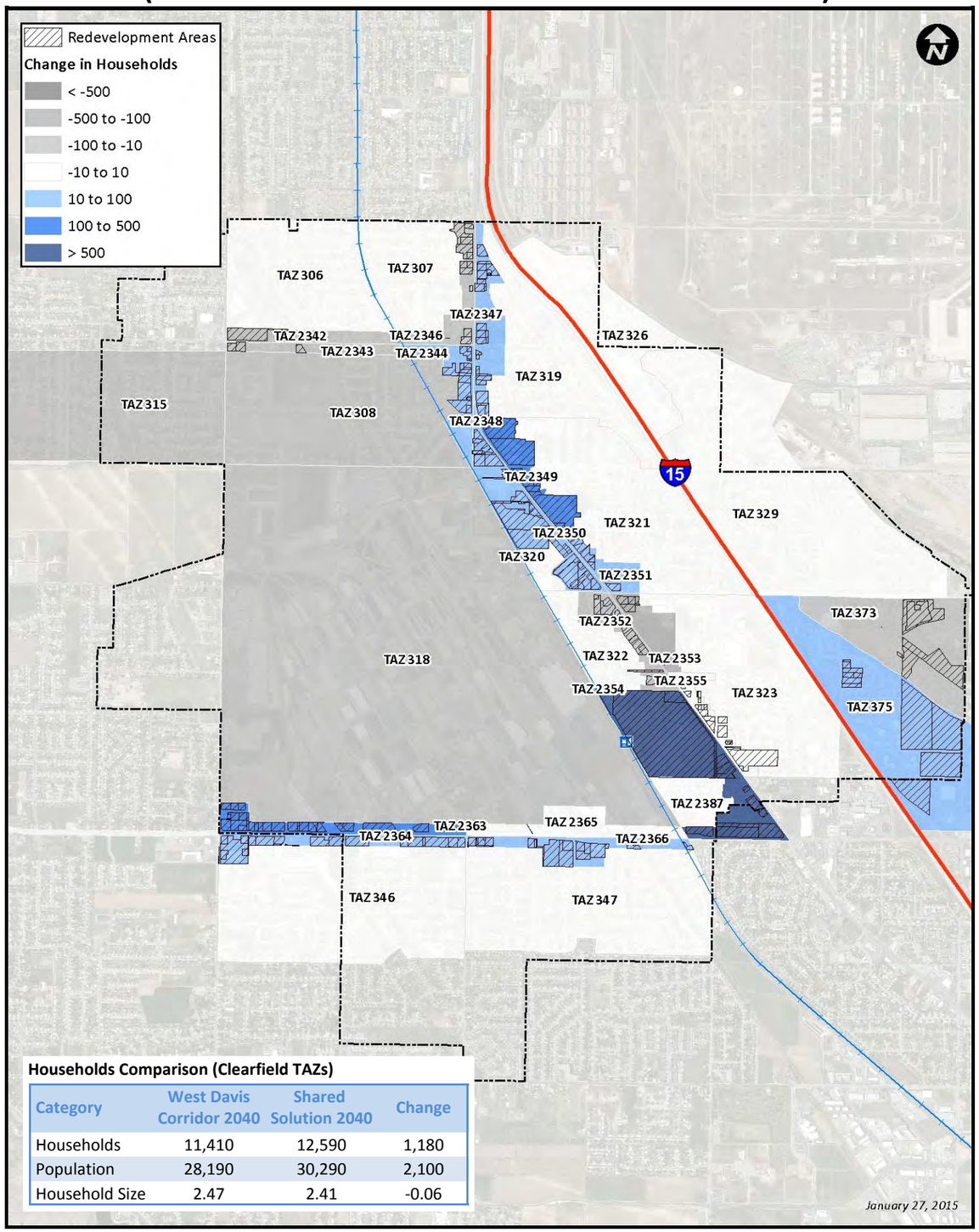
Households Comparison (Clearfield TAZs)

Category	2009	Shared Solution 2040	Change
Households	9,130	12,590	3,460
Population	26,380	30,290	3,910
Household Size	2.89	2.41	-0.48

Attachment 10

Comparison Maps for Households in 2040 WDC and 2040 SSA (total change and %) in Clearfield

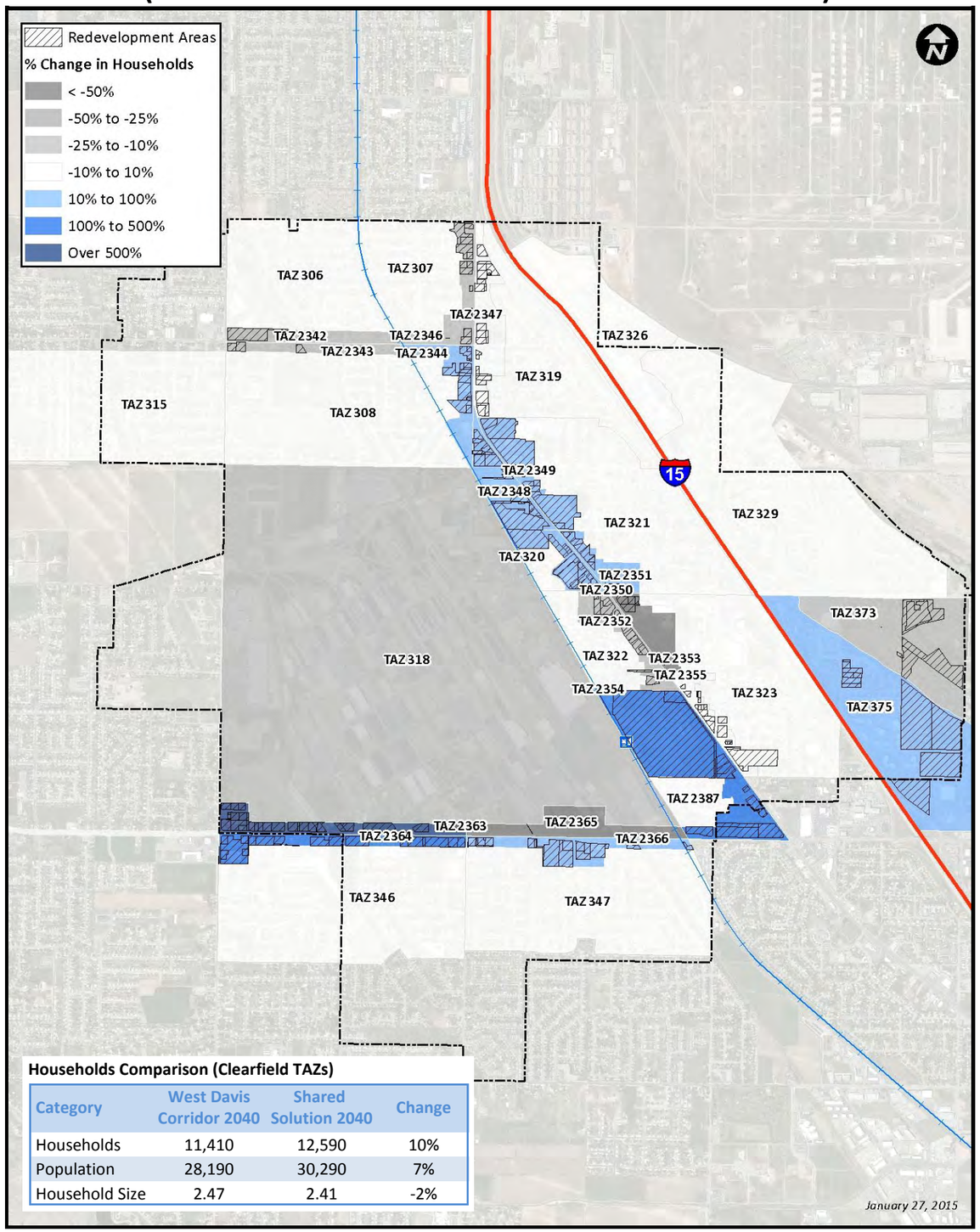
Clearfield Change in Households
(West Davis Corridor 2040 to Shared Solution 2040)



Households Comparison (Clearfield TAZs)

Category	West Davis Corridor 2040	Shared Solution 2040	Change
Households	11,410	12,590	1,180
Population	28,190	30,290	2,100
Household Size	2.47	2.41	-0.06

Clearfield % Change in Households
(West Davis Corridor 2040 to Shared Solution 2040)



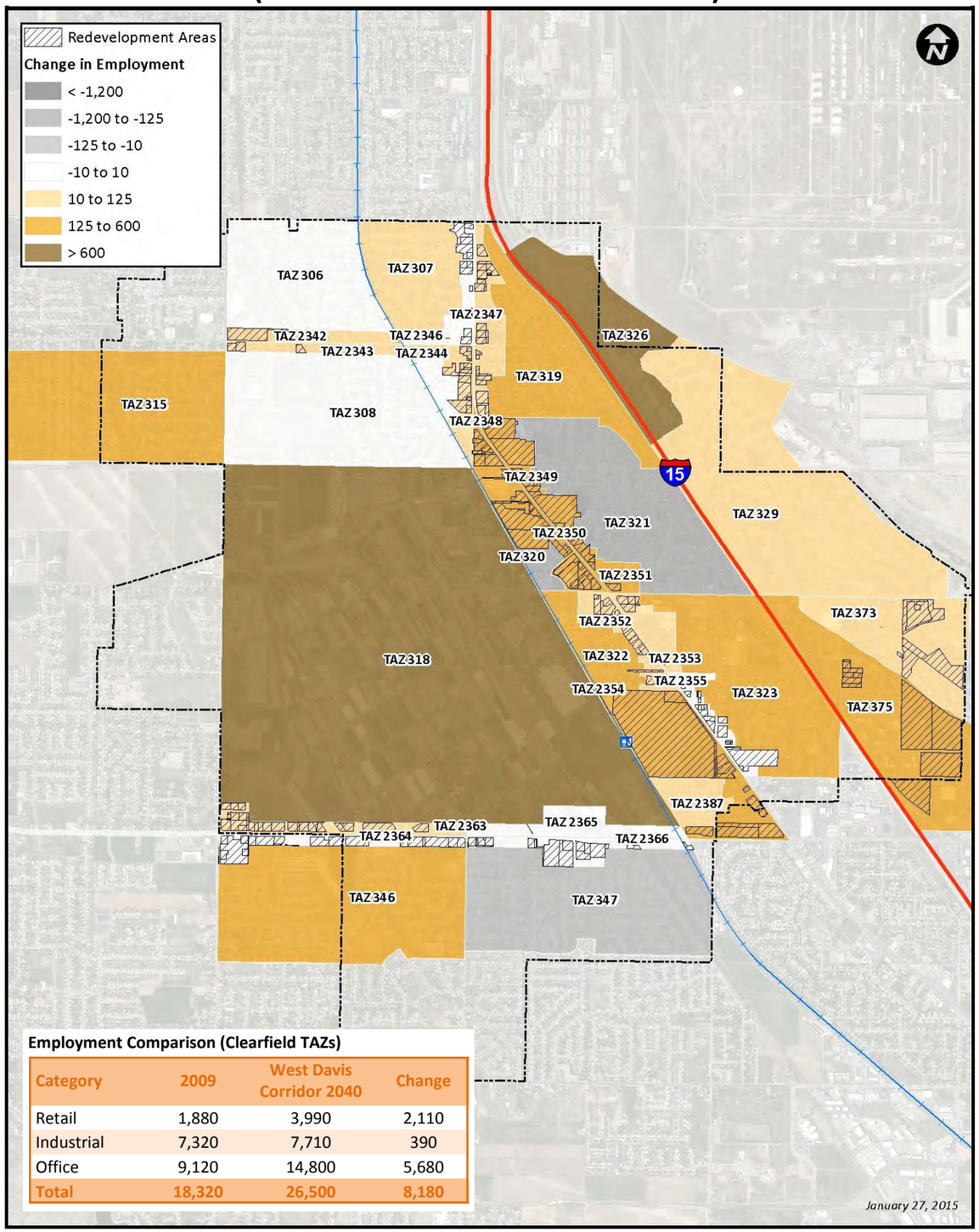
Households Comparison (Clearfield TAZs)

Category	West Davis Corridor 2040	Shared Solution 2040	Change
Households	11,410	12,590	10%
Population	28,190	30,290	7%
Household Size	2.47	2.41	-2%

Attachment 11

Comparison Maps for Employment in 2009 with 2040 WDC and 2009 with 2040 SSA in Clearfield

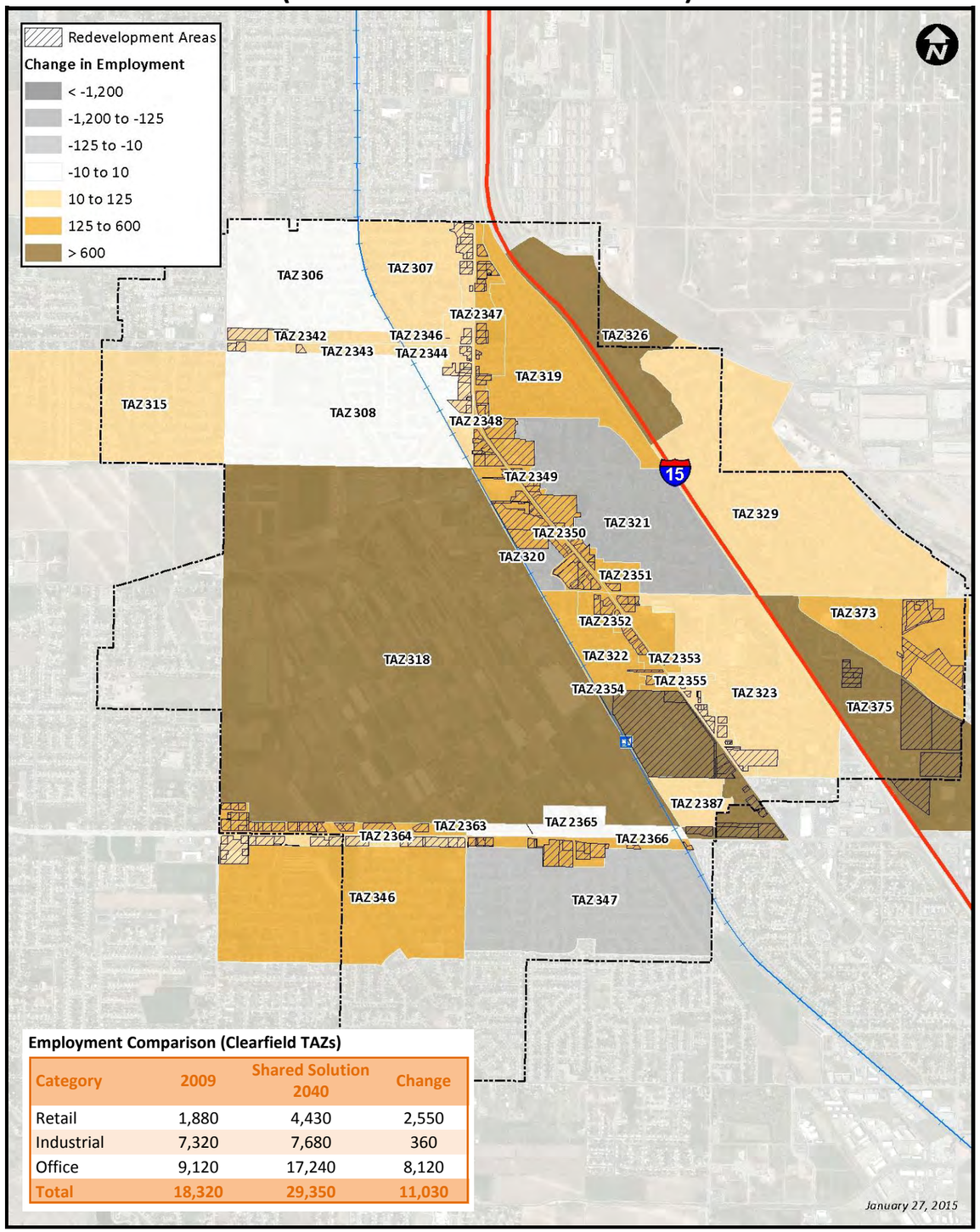
Clearfield Change in Employment (2009 to West Davis Corridor 2040)



Employment Comparison (Clearfield TAZs)

Category	2009	West Davis Corridor 2040	Change
Retail	1,880	3,990	2,110
Industrial	7,320	7,710	390
Office	9,120	14,800	5,680
Total	**18,320**	**26,500**	**8,180**

Clearfield Change in Employment (2009 to Shared Solution 2040)



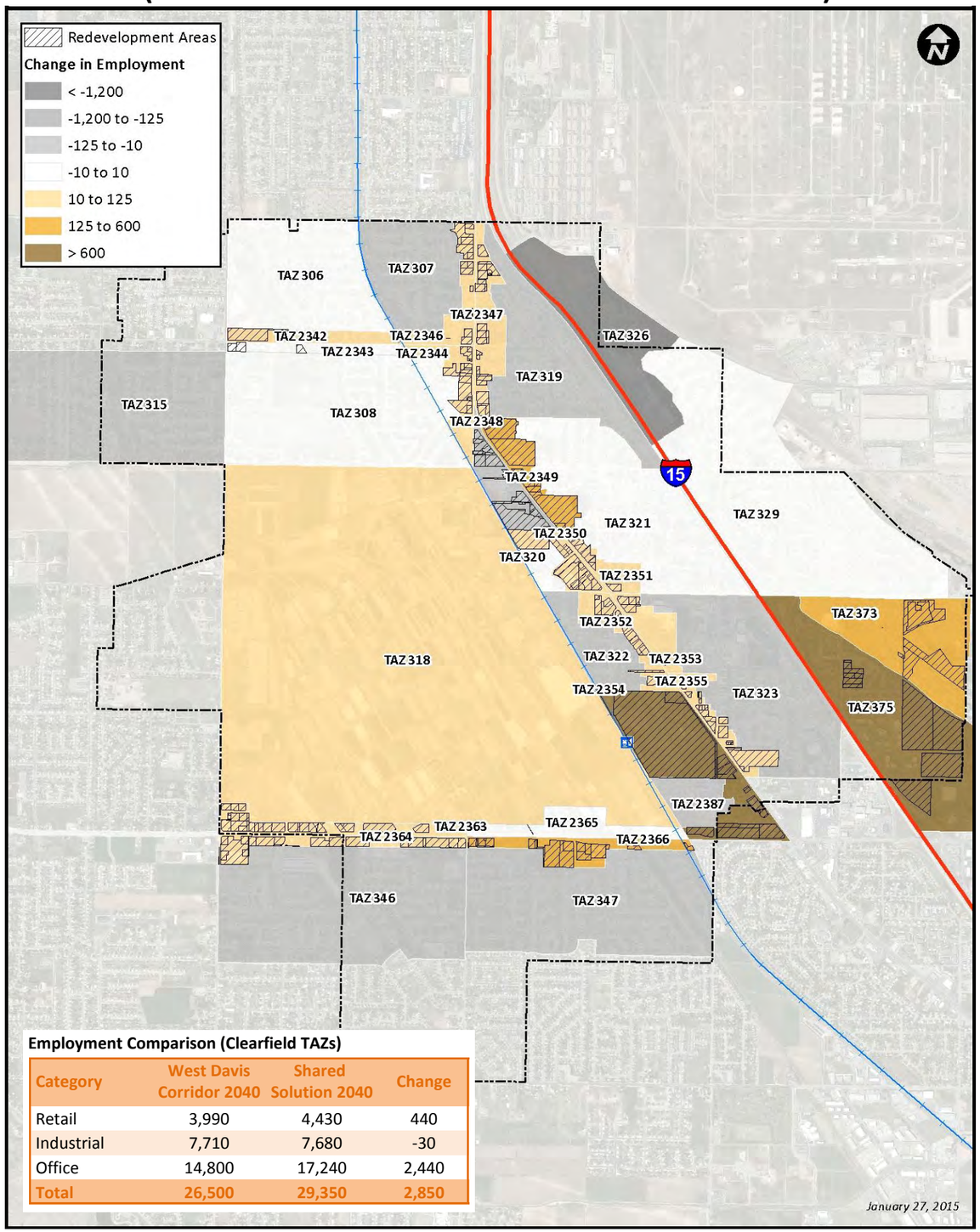
Employment Comparison (Clearfield TAZs)

Category	2009	Shared Solution 2040	Change
Retail	1,880	4,430	2,550
Industrial	7,320	7,680	360
Office	9,120	17,240	8,120
Total	**18,320**	**29,350**	**11,030**

Attachment 12

Comparison Maps for Employment in 2040 WDC and 2040 SSA (total change and %) in Clearfield

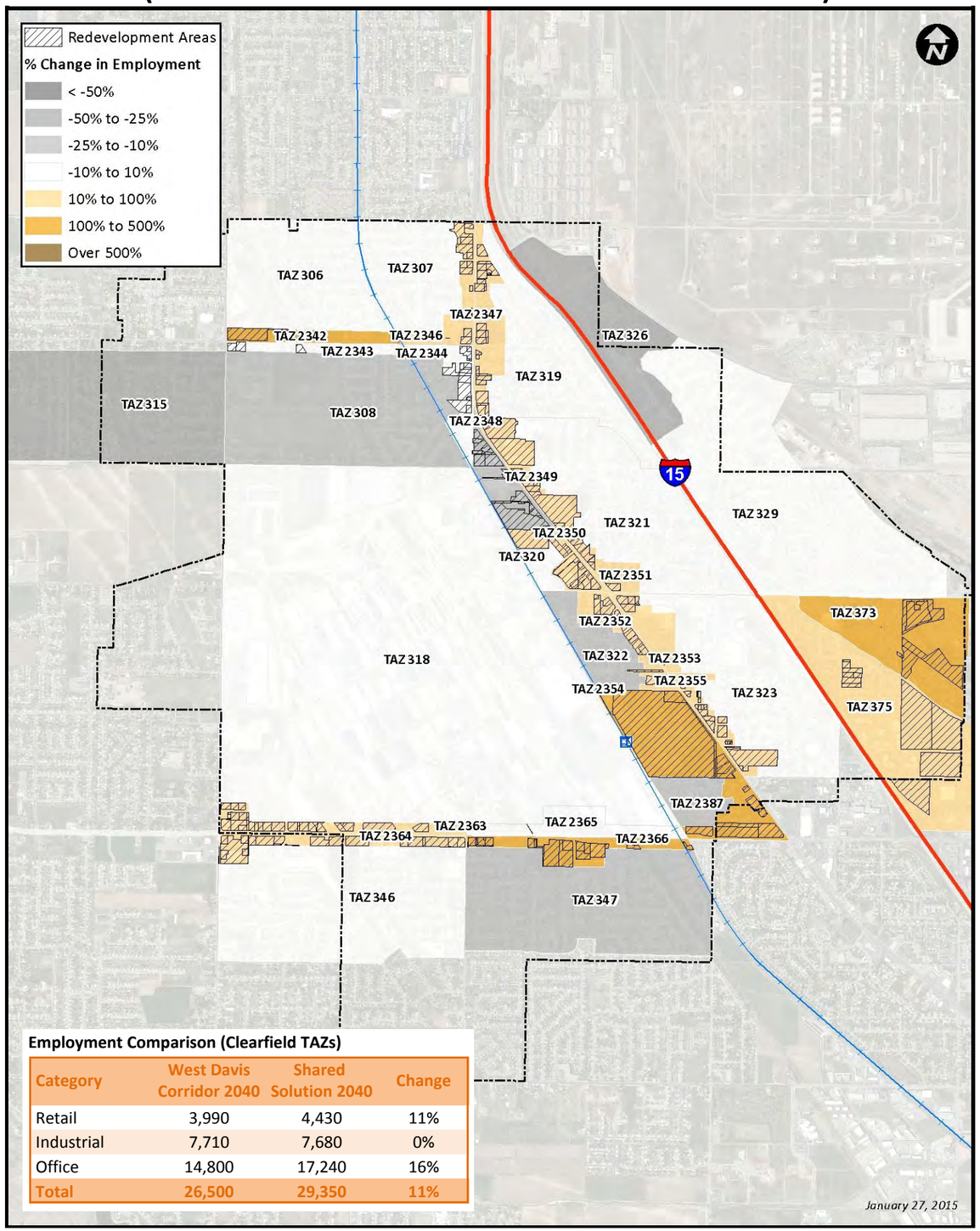
Clearfield Change in Employment
(West Davis Corridor 2040 to Shared Solution 2040)



Employment Comparison (Clearfield TAZs)

Category	West Davis Corridor 2040	Shared Solution 2040	Change
Retail	3,990	4,430	440
Industrial	7,710	7,680	-30
Office	14,800	17,240	2,440
Total	**26,500**	**29,350**	**2,850**

Clearfield % Change in Employment
(West Davis Corridor 2040 to Shared Solution 2040)



Employment Comparison (Clearfield TAZs)

Category	West Davis Corridor 2040	Shared Solution 2040	Change
Retail	3,990	4,430	11%
Industrial	7,710	7,680	0%
Office	14,800	17,240	16%
Total	**26,500**	**29,350**	**11%**

Attachment 13

Comparison Tables for Households and Employment for 2009, 2040 WDC, and 2040 SSA

Clearfield TAZ Household and Population Data

TAZ	Acres	Households					Population					Household Size					Households per Acre		
		2009	West Davis Corridor 2040	Shared Solution 2040	Change WDC 2040 to SS 2040	% Change WDC 2040 to SS 2040	2009	West Davis Corridor 2040	Shared Solution 2040	Change WDC 2040 to SS 2040	% Change WDC 2040 to SS 2040	2009	West Davis Corridor 2040	Shared Solution 2040	Change WDC 2040 to SS 2040	% Change WDC 2040 to SS 2040	2009	West Davis Corridor 2040	Shared Solution 2040
306	163	446	493	486	-7	-1%	1,492	1,438	1,425	-13	-1%	3.35	2.92	2.93	0.01	-	2.7	3.0	3.0
307	101	478	464	464	-	-	1,240	1,051	1,051	-	-	2.59	2.27	2.27	-	-	4.7	4.6	4.6
308	267	706	938	902	-36	-4%	2,120	2,445	2,387	-58	-2%	3.00	2.61	2.65	0.04	1%	2.6	3.5	3.4
315	273	741	866	827	-39	-5%	2,414	2,457	2,390	-67	-3%	3.26	2.84	2.89	0.05	2%	2.7	3.2	3.0
318	1,272	15	196	168	-28	-14%	55	533	423	-110	-21%	3.67	2.72	2.52	-0.20	-7%	-	0.2	0.1
319	146	418	459	453	-6	-1%	1,027	978	969	-9	-1%	2.46	2.13	2.14	0.01	1%	2.9	3.2	3.1
320	14	78	58	58	-	-	194	127	127	-	-	2.49	2.19	2.19	-	-	5.4	4.0	4.0
321	208	860	796	796	-	-	2,103	1,698	1,698	-	-	2.45	2.13	2.13	-	-	4.1	3.8	3.8
322	50	244	258	256	-2	-1%	689	622	618	-4	-1%	2.82	2.41	2.42	0.01	-	4.9	5.2	5.1
323	206	1,215	1,125	1,125	-	-	2,955	2,387	2,387	-	-	2.43	2.12	2.12	-	-	5.9	5.5	5.5
326	134	-	-	-	-	-	-	-	-	-	-	3.09	2.63	-	-2.63	-100%	-	-	-
329	389	1,167	1,319	1,319	-	-	3,965	3,653	3,653	-	-	3.40	2.77	2.77	-	-	3.0	3.4	3.4
346	293	353	363	361	-2	-	1,266	1,136	1,133	-3	-	3.59	3.13	3.13	-	-	1.2	1.2	1.2
347	253	760	762	762	-	-	2,597	2,291	2,290	-1	-	3.42	3.01	3.01	-	-	3.0	3.0	3.0
373	120	206	385	339	-46	-12%	380	607	642	35	6%	1.84	1.58	1.90	0.32	20%	1.7	3.2	2.8
375	312	339	553	632	79	14%	791	1,105	1,284	179	16%	2.33	2.00	2.03	0.03	2%	1.1	1.8	2.0
2342	24	51	72	58	-14	-19%	171	210	175	-35	-16%	3.35	2.92	3.01	0.09	3%	2.1	3.0	2.4
2343	18	40	65	49	-16	-24%	120	170	139	-31	-18%	3.00	2.62	2.81	0.19	7%	2.2	3.6	2.7
2344	30	127	127	168	41	32%	381	331	422	91	27%	3.00	2.61	2.51	-0.10	-4%	4.2	4.2	5.6
2346	31	72	144	129	-15	-10%	186	325	322	-3	-1%	2.58	2.26	2.49	0.23	10%	2.3	4.6	4.1
2347	41	54	128	140	12	9%	133	273	323	50	18%	2.46	2.13	2.31	0.18	8%	1.3	3.2	3.4
2348	39	95	156	186	30	19%	237	337	387	50	15%	2.49	2.16	2.08	-0.08	-4%	2.5	4.0	4.8
2349	36	1	139	264	125	90%	2	296	542	246	83%	2.00	2.13	2.05	-0.08	-4%	-	3.8	7.3
2350	25	73	100	171	71	71%	182	216	346	130	60%	2.49	2.16	2.03	-0.13	-6%	3.0	4.0	6.9
2351	20	59	77	103	26	33%	144	164	222	58	36%	2.44	2.13	2.17	0.04	2%	2.9	3.8	5.1
2352	29	34	149	113	-36	-24%	96	361	261	-100	-28%	2.82	2.42	2.31	-0.11	-5%	1.2	5.2	3.9
2353	26	8	140	32	-108	-77%	19	297	63	-234	-79%	2.38	2.12	1.97	-0.15	-7%	0.3	5.5	1.2
2354	116	260	601	1,544	943	157%	733	1,454	2,896	1,442	99%	2.82	2.42	1.88	-0.54	-23%	2.2	5.2	13.3
2355	27	30	150	147	-3	-2%	73	318	345	27	8%	2.43	2.12	2.35	0.23	11%	1.1	5.5	5.4
2363	36	15	15	116	101	670%	56	41	304	263	642%	3.73	2.73	2.63	-0.10	-4%	0.4	0.4	3.2
2364	36	-	44	126	82	186%	-	138	320	182	132%	3.59	3.14	2.55	-0.59	-19%	-	1.2	3.5
2365	40	-	7	-	-7	-100%	-	19	-	-19	-100%	3.70	2.71	-	-2.71	-100%	-	0.2	-
2366	38	43	113	150	37	33%	147	340	375	35	10%	3.42	3.01	2.49	-0.52	-17%	1.1	3.0	4.0
2387	29	145	152	151	-1	-1%	408	368	366	-2	-	2.81	2.42	2.43	0.01	-	4.9	5.2	5.1
Total	4,841	9,133	11,414	12,592	1,178	10%	26,376	28,186	30,286	2,100	7%	2.89	2.47	2.41	-0.06	-3%	1.9	2.4	2.6

Clearfield TAZ Employment Data

TAZ	Acres	Total Employment					Retail Employment					Industrial Employment					Office Employment					Total Employees per Acre		
		2009	West Davis Corridor 2040	Shared Solution 2040	Change WDC 2040 to SS 2040	% Change WDC 2040 to SS 2040	2009	West Davis Corridor 2040	Shared Solution 2040	Change WDC 2040 to SS 2040	% Change WDC 2040 to SS 2040	2009	West Davis Corridor 2040	Shared Solution 2040	Change WDC 2040 to SS 2040	% Change WDC 2040 to SS 2040	2009	West Davis Corridor 2040	Shared Solution 2040	Change WDC 2040 to SS 2040	% Change WDC 2040 to SS 2040	2009	West Davis Corridor 2040	Shared Solution 2040
306	163	95	105	102	-3	-3%	-	-	-	-	-	-	-	-	-	-	95	105	102	-3	-3%	0.6	0.6	0.6
307	101	200	244	228	-16	-6%	55	47	47	-	-	-	-	-	-	-	145	197	181	-16	-8%	2.0	2.4	2.3
308	267	17	13	11	-2	-16%	3	2	2	-	-	10	-	-	-	-	4	11	9	-2	-19%	0.1	-	-
315	273	104	257	172	-85	-33%	42	51	52	1	3%	-	-	-	-	-	62	206	119	-87	-42%	0.4	0.9	0.6
318	1272	7,833	8,751	8,828	77	1%	-	-	-	-	-	6,032	6,283	6,561	278	4%	1,801	2,468	2,267	-201	-8%	6.2	6.9	6.9
319	146	390	718	698	-20	-3%	151	194	207	13	7%	50	88	130	42	48%	189	436	362	-74	-17%	2.7	4.9	4.8
320	14	341	216	216	-	-	185	77	77	-	-	-	-	-	-	-	156	139	139	-	-	23.8	15.1	15.1
321	208	2,286	2,111	2,111	-	-	-	-	-	-	-	21	13	13	-	-	2,265	2,098	2,098	-	-	11.0	10.2	10.2
322	50	145	325	282	-43	-13%	-	19	25	6	29%	5	5	5	-	-	140	301	253	-48	-16%	2.9	6.5	5.7
323	206	886	1,036	986	-50	-5%	70	54	54	-	-	-	-	-	-	-	816	982	932	-50	-5%	4.3	5.0	4.8
326	134	190	4,046	2,816	-1,230	-30%	14	2,027	1,246	-781	-39%	39	-	-	-	-	137	2,019	1,570	-449	-22%	1.4	30.3	21.1
329	389	22	72	72	-	-	-	-	-	-	-	-	-	-	-	-	22	72	72	-	-	0.1	0.2	0.2
346	293	296	629	599	-30	-5%	296	414	449	35	8%	-	-	-	-	-	-	215	150	-65	-30%	1.0	2.1	2.0
347	253	285	245	210	-35	-14%	119	-	-	-	-	52	15	15	-	-	114	230	195	-35	-15%	1.1	1.0	0.8
373	120	205	306	760	454	148%	-	-	151	151	-	-	-	-	-	-	205	306	609	303	99%	1.7	2.6	6.4
375	312	1,995	2,329	3,030	701	30%	93	62	430	368	593%	92	74	92	18	24%	1,810	2,193	2,508	315	14%	6.4	7.5	9.7

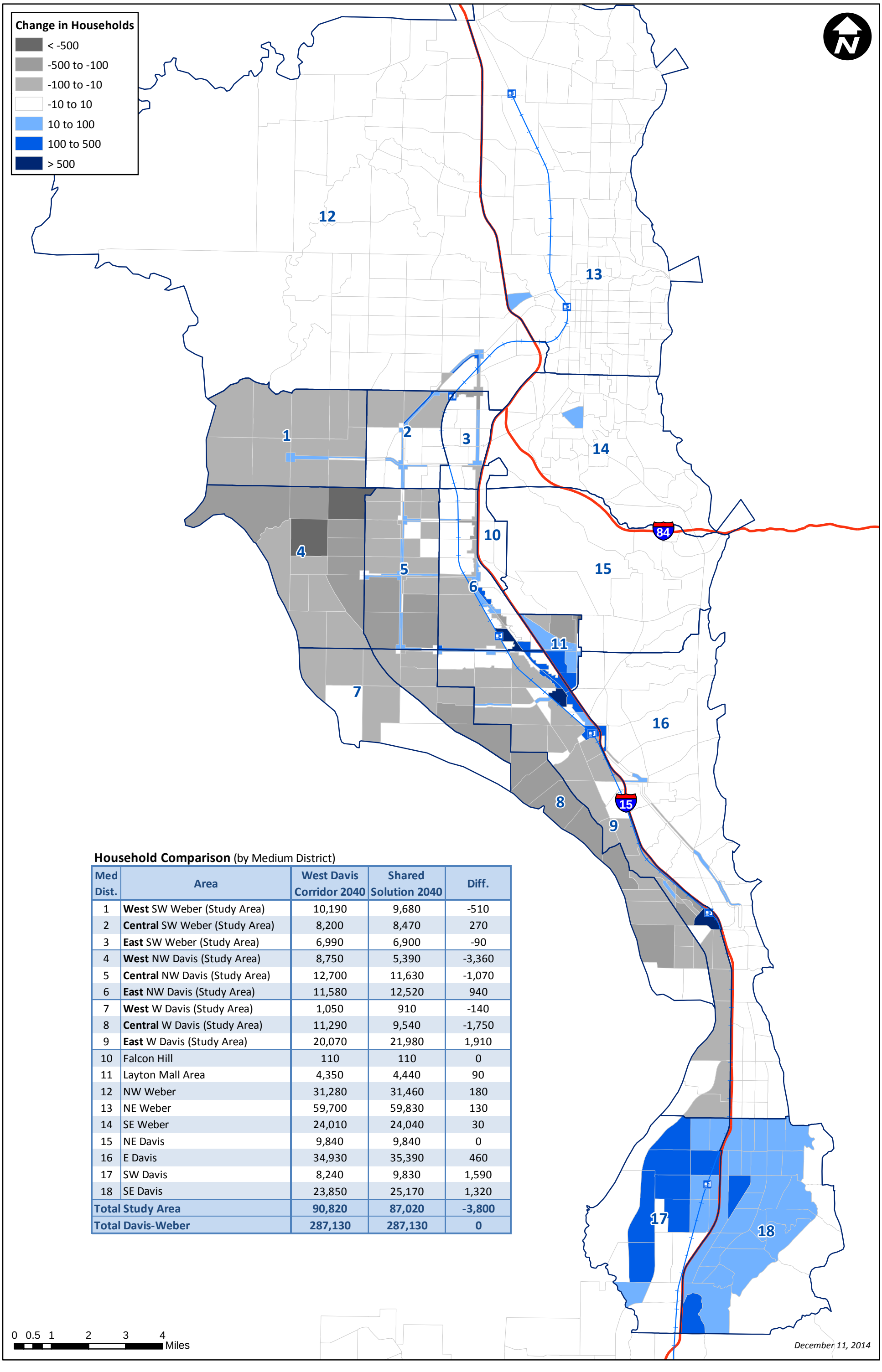
Clearfield TAZ Employment Data

TAZ	Acres	Total Employment					Retail Employment					Industrial Employment					Office Employment					Total Employees per Acre		
		2009	West Davis Corridor 2040	Shared Solution 2040	Change WDC 2040 to SS 2040	% Change WDC 2040 to SS 2040	2009	West Davis Corridor 2040	Shared Solution 2040	Change WDC 2040 to SS 2040	% Change WDC 2040 to SS 2040	2009	West Davis Corridor 2040	Shared Solution 2040	Change WDC 2040 to SS 2040	% Change WDC 2040 to SS 2040	2009	West Davis Corridor 2040	Shared Solution 2040	Change WDC 2040 to SS 2040	% Change WDC 2040 to SS 2040	2009	West Davis Corridor 2040	Shared Solution 2040
2342	24	-	15	33	18	117%	-	-	15	15	-	-	-	-	-	-	-	15	18	3	20%	-	0.6	1.4
2343	18	2	15	15	-	3%	-	7	6	-1	-14%	-	7	-	-7	-100%	2	1	9	8	846%	0.1	0.8	0.8
2344	30	156	226	248	22	10%	20	18	67	49	272%	76	112	-	-112	-100%	60	96	181	85	88%	5.2	7.5	8.2
2346	31	129	129	219	90	70%	28	28	48	20	71%	5	5	-	-5	-100%	96	96	171	75	78%	4.1	4.1	7.0
2347	41	155	200	289	89	44%	69	69	92	23	33%	22	24	2	-22	-91%	64	107	194	87	82%	3.8	4.9	7.1
2348	39	133	581	523	-58	-10%	65	269	164	-105	-39%	8	10	5	-5	-48%	60	302	354	52	17%	3.4	15.0	13.5
2349	36	131	367	633	266	72%	52	41	240	199	484%	-	3	-	-3	-100%	79	323	393	70	22%	3.6	10.1	17.5
2350	25	198	371	452	81	22%	195	195	152	-43	-22%	2	5	-	-5	-93%	1	171	300	129	75%	8.0	15.0	18.3
2351	20	68	205	250	45	22%	19	15	41	26	172%	8	8	1	-7	-89%	41	182	208	26	14%	3.4	10.2	12.4
2352	29	126	188	298	110	58%	42	48	73	25	52%	-	3	-	-3	-100%	84	137	225	88	64%	4.4	6.5	10.4
2353	26	45	142	243	101	71%	-	8	26	18	230%	-	-	-	-	-	45	134	216	82	62%	1.8	5.5	9.5
2354	116	183	758	2,549	1,791	236%	80	91	366	275	302%	-	12	-	-12	-100%	103	655	2,183	1,528	233%	1.6	6.5	22.0
2355	27	257	257	360	103	40%	23	23	102	79	345%	-	-	-	-	-	234	234	258	24	10%	9.4	9.4	13.1
2363	36	173	262	384	122	47%	29	30	80	50	165%	50	195	20	-175	-90%	94	37	285	248	669%	4.8	7.3	10.7
2364	36	268	268	371	103	38%	178	148	110	-38	-26%	-	-	-	-	-	90	120	261	141	117%	7.5	7.5	10.4
2365	40	831	831	831	-	-	-	-	-	-	-	831	831	831	-	-	-	-	-	-	-	20.6	20.6	20.6
2366	38	93	93	374	281	302%	53	41	100	59	144%	17	17	3	-14	-81%	23	35	271	236	674%	2.5	2.5	10.0
2387	29	85	192	167	-25	-13%	-	12	16	4	29%	3	3	3	-	-	82	177	148	-29	-16%	2.9	6.5	5.7
Total	4841	18,323	26,503	29,358	2,855	11%	1,881	3,990	4,435	445	11%	7,323	7,713	7,682	-31	0%	9,119	14,800	17,242	2,442	16%	3.8	5.5	6.1

Attachment 14

Comparison Map for Households in 2040 WDC and 2040 SSA (total change) in Davis and Weber Counties

Change in 2040 Households (West Davis Corridor vs. Shared Solution)



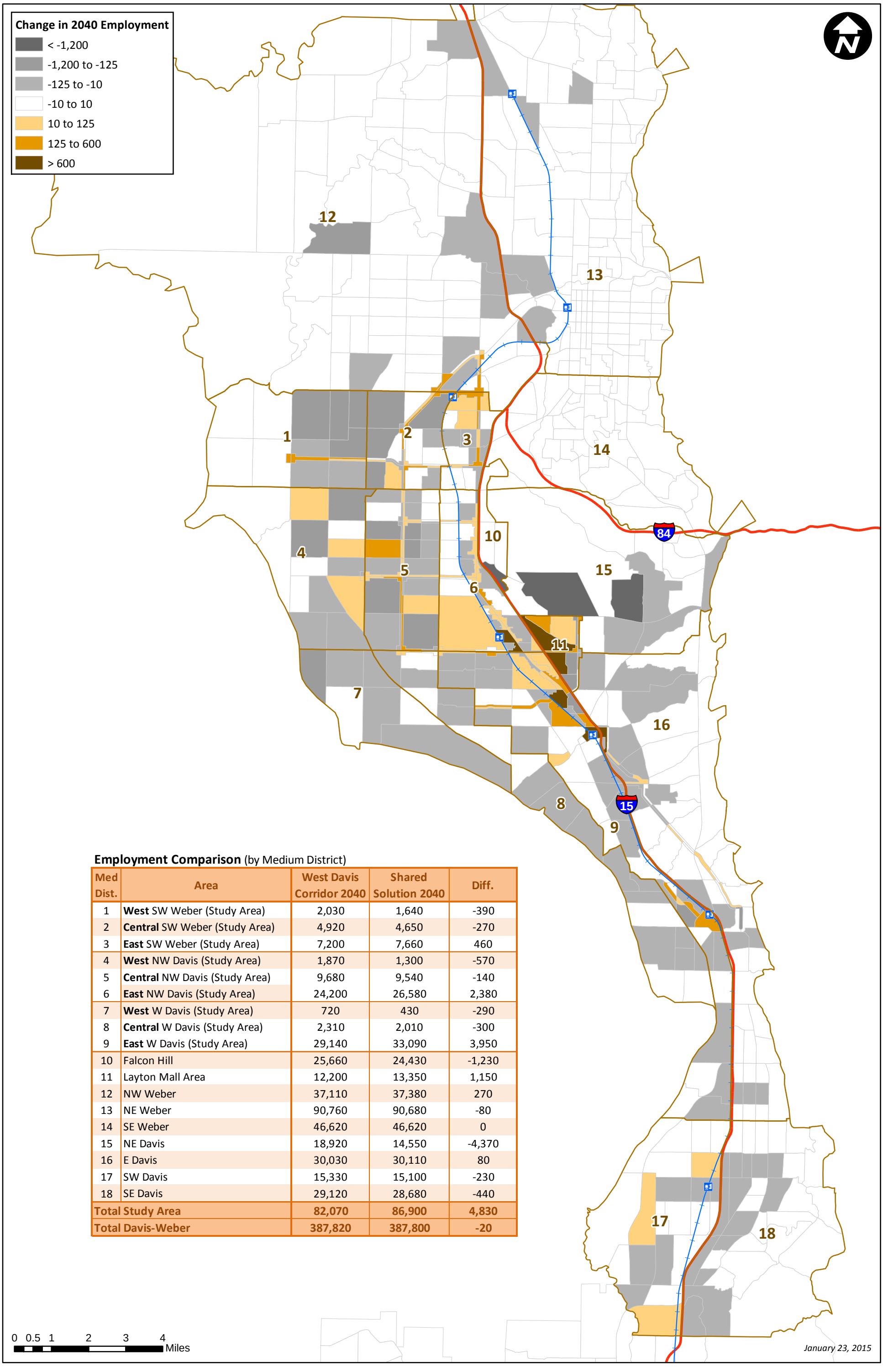
Household Comparison (by Medium District)

Med Dist.	Area	West Davis Corridor 2040	Shared Solution 2040	Diff.
1	**West** SW Weber (Study Area)	10,190	9,680	-510
2	**Central** SW Weber (Study Area)	8,200	8,470	270
3	**East** SW Weber (Study Area)	6,990	6,900	-90
4	**West** NW Davis (Study Area)	8,750	5,390	-3,360
5	**Central** NW Davis (Study Area)	12,700	11,630	-1,070
6	**East** NW Davis (Study Area)	11,580	12,520	940
7	**West** W Davis (Study Area)	1,050	910	-140
8	**Central** W Davis (Study Area)	11,290	9,540	-1,750
9	**East** W Davis (Study Area)	20,070	21,980	1,910
10	Falcon Hill	110	110	0
11	Layton Mall Area	4,350	4,440	90
12	NW Weber	31,280	31,460	180
13	NE Weber	59,700	59,830	130
14	SE Weber	24,010	24,040	30
15	NE Davis	9,840	9,840	0
16	E Davis	34,930	35,390	460
17	SW Davis	8,240	9,830	1,590
18	SE Davis	23,850	25,170	1,320
Total Study Area		**90,820**	**87,020**	**-3,800**
Total Davis-Weber		**287,130**	**287,130**	**0**

Attachment 15

Comparison Map for Employment in 2040 WDC and 2040 SSA (total change) in Davis and Weber Counties

Change in 2040 Employment (West Davis Corridor vs. Shared Solution)



Employment Comparison (by Medium District)

Med Dist.	Area	West Davis Corridor 2040	Shared Solution 2040	Diff.
1	**West** SW Weber (Study Area)	2,030	1,640	-390
2	**Central** SW Weber (Study Area)	4,920	4,650	-270
3	**East** SW Weber (Study Area)	7,200	7,660	460
4	**West** NW Davis (Study Area)	1,870	1,300	-570
5	**Central** NW Davis (Study Area)	9,680	9,540	-140
6	**East** NW Davis (Study Area)	24,200	26,580	2,380
7	**West** W Davis (Study Area)	720	430	-290
8	**Central** W Davis (Study Area)	2,310	2,010	-300
9	**East** W Davis (Study Area)	29,140	33,090	3,950
10	Falcon Hill	25,660	24,430	-1,230
11	Layton Mall Area	12,200	13,350	1,150
12	NW Weber	37,110	37,380	270
13	NE Weber	90,760	90,680	-80
14	SE Weber	46,620	46,620	0
15	NE Davis	18,920	14,550	-4,370
16	E Davis	30,030	30,110	80
17	SW Davis	15,330	15,100	-230
18	SE Davis	29,120	28,680	-440
Total Study Area		**82,070**	**86,900**	**4,830**
Total Davis-Weber		**387,820**	**387,800**	**-20**